G.R.S. IX—5]

Previous references.
~~659-24 Sls 1-3~~
523-20 ,, 14-16
217-19 Sls 1-5
~~Do~~ ,, 6-10
Do ,, 11-22

Later references.
659-21 Sls 1-3
347-22 Sls 1-4+5
Do 2 Sls.
3-1 S(1)42
Misc 4-26-5-22
,, W2-36(42)

1920 (Misc)

File No. 523-20

Serial Nos. 1-13, 17-24, 25 26 & 27.

401-22-18-37

Preserved

GENERAL AND REVENUE SECRETARIAT.

Returned

Serial Nos. 24

Part B for December 22

SUBJECT

Repairs to the eaves of the sri Srikanteswara Swamis temple at Nanjangud.

To.

(26).

The Mys Commr.; Chief Engineer of R.B. Comptroller.; the P.W.D. Secretary.

No 1961-68 29-12-22.

Sanctions the revised estimate for Rs 13290 with the instructions that the work should be taken up at once.

Printed on the Multigraph.

H.C. Sastri
26/1/23.

G. R S. 11] 1920.- 21

GENERAL AND REVENUE SECRETARIAT.

(Mur)

NOTES.

File No. 523-20

FILE HEADING.

Repairs to the Cars of the Nanjangud temple

From

The Dy Conr Mysore &c-

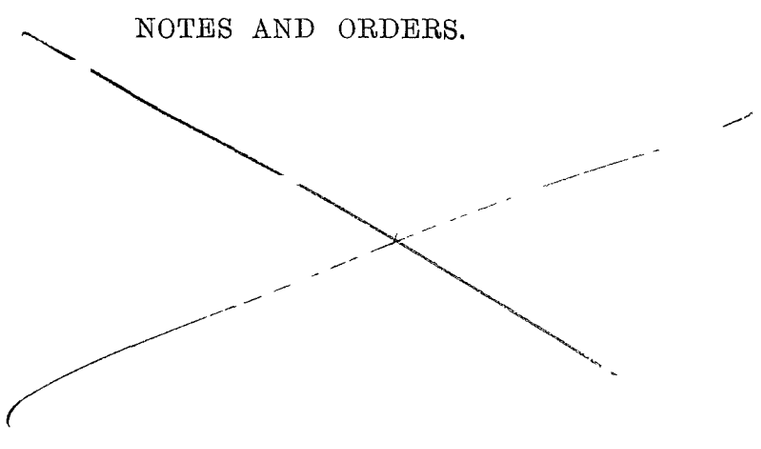
dd No. Dated 22-3-21 Received

diary No. 1990	Enclos.	Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

States that on acct of the working of the new Axles of the Car, it could not be brought into destination on time on 21.st March 22 but had to be dragged with destination at 9-30 Am the next day.

NOTES AND ORDERS.



NOTES—First Sheet.

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

1990

D O. letter dated
22nd March 1921 from
the Dy Comm; Nuwara
Eliya District, intimating
that on account of the
twisting of the rear
axle of the car of the
Sri Srikandeswara Swamy
temple at Wanajaya it
could not be brought
to its destination on the
21st instant, but that
it was dragged to its
destination at
9-30 A.m. the next d.
Submitted for orders

26/3/21

26/3/21

2 Dy Asst Commr

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

4871-174
26.3.21. Seen. May be given for the information of the Kachcheri

G.R.S. III—37

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

(Hunter) U/ 28/3/21

OFFICE.
29 1921
6139

G. Secn. Some enquiries
cannot be made without
be made investigation
I think training should
be thought — a present
such enquiries in public
at least be significant
there — public, possible
if any could be found

Secn 30.3.21 U/ 31/3/21

(Secretary Mentor) U/ 31/3/21

5022-33 1.4.21. b. The D.C. may be
asked to call for a
report from the E.E. as to
careful inspection of the one
Car in question. Necessary
way in which precautions
can be taken is to get
Such big cars used at places
like Kanjaipuram, Conjeevaram &c.

N.B.—Should routine notes be written on small slips, they must be copied, or slips pasted on this form.

he Examines by the E.E. a
to or so previous
alternatives
be suggested

Secn 21 U/2/4/21

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

7) Off subs for appl
C.S.
21/4/21 SA 21/4/21

11.4.21

To Secy) — 8. Record 24/4/21

9. Fair draft for sig.
C.S.
7/4/21 SA 7/4/21 — 11-4-21

Secy)
Transl Minister) 11/4/21

5267-27 Rec'd
13-4-21

Sig. & returned

Secy
6-4-21

Issued 24/4/21

11.4.21
SA 8/4

5-23-20)

101 b.c in
No. 3155 W)

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Requests to arrange the Exc. Engineer Mysore Dn. to inspect in & submit proposals for the prevention of such accidents in future, & to submit also a report on the result of the action

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Letter No R C 547 of 20-21 / Engr. an
Rec'd the 20th October 1921
from the Dy Com - r, Mysore Dist
stating that he has forwarded
the report of the Executive Engineer
Sub Div Officer, Nanjangud
for remarks
18. Submitted for formal
orders.
11/21 Sd
7/11/21

Sd

From the Dy: Comr, Mysore Distt,
5) letter no. 547 of 20-21 & 2-11-21
states that unless very early
and extensive repairs are carried out
under competent technical supervision
there is little prospect of the next car
process coming on smoothly or without

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

trouble, and requests that the P. W. D may be asked to take the matter in hand at once & finish the repairs well in advance for the next jatra viz. at least before the 15th of March 1922.

17. Subd. for orders with a draft forwarding a copy of the Dy: Comrs letter to the Executive Engr. and requesting him to see that the repairs to the car are executed before the 15th March 1922.

18. Subd. with a draft letter to the Chief Engr. for approval or orders.

12/12/21

12.12.21

3273-178.
12.12.21

Secretary Member
Draft approved
12.12.21

N B —Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

G.R.S. III—31

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

5223-20-6)

To Chief Engineer in Mysore

No. 2894 Dy. 13.12.21

Forwarded copy of the D.C.'s letter of 2.11.21 & requests that the hoors may be attended to at once under the personal supervision of the Ex. Engineer Krishna Dn. & Contractor the time 15/3/22, & a report of the action taken in the matter being reported to Govt. without delay.

Sd/-

From

The Dy. Commissioner,
Mysore Dt.

Memo No Rev. Dis. 547 of 20-21
dy 4.2.22

Forwarded for information Copy of a letter addressed to the Chief Engineer of Mysore, regarding the repairs to the Car of the Narajunaswami Temple.

Submitted for orders.

dy 13. The Chief Engr. has been

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form

informed by letter of this & the A.G. Comr. - He will

the papers

G. R. S. III-2]

General and Revenue Secretariat.

File No. of 19

Serial No.

may perhaps be [illegible] period.

By
8.2.

23. The Chief Engineer may be asked to visit the Cau in the [illegible] at the Coconut and as the rainfall well in time before the [illegible] next [illegible]

Secd Member 9/2/22

41150-120
9.2.22

I think it will do if the Chief Engr is requested to direct the S.E. to see the Cau in company with the Dy. Commr, decide on what is required to be done & report to Govt as to the time in which the work can be carried out & the S.E. [illegible] to do it to be done in time.

Sec
10.2.22

NOTE—Contn. sheet

3101

G. R. S. III-2]

General and Revenue Secretariat.

File No. 523 of 19 22.

Serial No.	
43/8-282	(Secd Member) 14/2/22
15.2.22	28. Draft to approved
	Rec'd
	17.2.22
6a	From D.C. Mysore. No. 547 dt 4.2.22. Forwarding copy of his letter A [illegible]
7	Do The Chief Engineer of Mysore no: 4572 dt 20th Feb 22 Requests that the Superintending Engineer may be directed to make a joint inspection of the Cars of the Maharajah's Special with the Deputy Commissioner before the repairs [illegible] Rathothsava
8	Read Do The Dy Commr Mysore no. 547 dt 4 Feb 22 States that the [illegible] has been [illegible] matter
9	From the Dy. Commr., Mysore Dt. allowing Rept. no 547 of 20-21 dt 17.2.22. Submits a Communication received from the Ex. Engineer, Mysore Dn., about the repairs to the Cars of the Maharajah's Special

NOTE—Contn. sheet

G. R. S. III-21

General and Revenue Secretariat.

Mus. File No. 523 of 1920.

Serial No.

and States Mar although Rs 9828-10-9 were spent last year the cars are not fit for use and that if the big car should collapse when being pulled many people would be killed and injured.

3. The reports submitted by the A.S.P. Engineer and the Sub-Auditor explain the existing state of things.

4. The Rathotsava is to be celebrated on or about the 7th April next.

Submitted for orders.

21.2.22.

21-2-22 D.O. letter No. — dt 19th Feby 1922 from M.R.R. Venkata Rao Avl Dewan, requesting Dr, submitting a copy of his report to the Sub. Dn. officer together with copies of certain office correspondence and proceedings of the Dharmadarsis about the repairs to the temple cars.

At their meeting held on 19.2.22 the Dharmadarsis have resolved that the repairs done to the cars are very unsatisfactory, that the cost, viz Rs 9828-10-9 should be met either from the P.W. Department or from State Funds and that the amounts

NOTE—Contn. sheet.

J. R. S. III-21

General and Revenue Secretariat. | File No. of 19

Serial No.

already spent as above be refunded to the temple and that all the remaining items of work be ordered to be done under the supervision of the local officers & Dharmadarsis which will ensure satisfactory execution of work - Lhd.

24/2

Draft to Chief Engineer Lhd.

22/2

(Signature) 22/2/22

4481-147
22.2.22

Sanction approved. Unless a satisfactory explanation is forthcoming the Expenditure over nine thousand Rupees out of the Sanctioned amount of ten thousand Rupees. When the condition of the car is such reported to be unsafe & unsound, is a little short of a scandal. The matter requires being looked into.

Peel
23.2.22

NOTE—Contn. sheet.

G. R. S. III-21.

General and Revenue Secretariat.

File No. 523 of 1920

Serial No.

Remarks.

To. The Chief Engineer.

Letter No: 4679 of 23.2.

Forwards Copy of Govt. Memo (S.L.9) and requests him to take such steps as may be necessary for conducting the next Car procession in Safety.

Draft letter to Chief Engineer with ref. to Members remarks overleaf ticked.

25/2 25/2/22 Jan Secy 25/2/22

Letter ok 27/2

Chief Member 28/2/22

Don't approved

Put 1-3-22 Secy 1/3/22

To The Chief Engineer for Enquiry No: 4714 of 2nd March 1922

Requested to make a Searching enquiry in the matter & submit a detailed report.

45-70-236

28.2.22

NOTE—Contn. sheet.

General and Revenue Secretariat.

File No. 523 of 1922.

Serial No. 11

From The Chief Engineer of Mysore
D.O.No. 623 dt 6.3.22.
States that the cars were inspected by them in company with the Superintending Engineer, Ex. Engineer & the auditor on the 24th ult. Tools and materials necessary instructions have been issued for carrying out the necessary strengthening works in the cars.

4) The ~~abstract~~ from inspection notes deals fully with the present state of the cars and the repairs to be immediately attended to.

Submitted for orders.

dt 6/3/22. Necessary instructions have also been issued by the Ch: Engr & in the matter of the strengthening works required & the cars.

4) The Ch: Engr's reply & their office letter No. 4774 dt 3.3.22 will be annexed.

Sd
6/3/22

Secretary

9.7.0.

NOTE—Contn sheet.

Serial No.

4705-129

8.3.22

Under Secy. The Ch. Engr's inspection of the replacement bridge over the local P.W.D. stream.

Secy 9.3.22 [illegible]

U/S Draft Lr.

chg 11/3.

12 Draft The Chief Engineer of Mysore.

Letter No. B 6653 of 9.3.22.

Sir,

I am directed to state that a joint inspection of the Cars was made by the Superintending Engineer on 27.2.22, that necessary strengthening works are under progress and that the Dy. Comm[r] has also agreed to arrange for getting sufficient number of men to pull the car on the festival days.

I am also to state that the expenditure incurred on the repairs of the Cars has also been sanctioned.

I am, Sir,

Your most obedient servant,

Secy

Lrd.

chg 11/3. [illegible] 11.3.22 [illegible]

of Expenditure [illegible]

Secretary [illegible] 11/3/22

NOTE—Contn. sheet

G. R. S. III-2]

General and Revenue Secretariat.

Mus 3 File No. 523 of 1920

Serial No.

4770-194
14.3.22

LR Secn. Yes. Details are necessary & may be called for.

Sd
16.3.22

Sd 15/3/22

Draft Rules.

Sd 16/3. Sd 16/3/22

Sd 16/3/22

13 To The Chief Engr of Mysore
no: 5064 dy 18th March 22.
Calls for a detailed report together with details of expenditure incurred up-to-

17 From The Chief Engineer of Mysore.
D.O. letter No: 7 dy 5.7.22.
Forwards a copy of the Statement showing the outlay incurred for or repairs of the Big and Small Cars of the Nanjangud Temple.

NOTE—Contn. sheet

G. R. S. III-21

General and Revenue Secretariat. | File No. | of 1922.

Serial No.

A

NOTE—Contn. sheet.

G. R. S. III-21

General and Revenue Secretariat.

File No. 523 of 1922

Serial No.	
	Enquiries regarded on 9 March 1922 that the excesses shewn in the works were under progress. First Member 12/5/22
753-215 22.7.22	This case has been dealt with fully in the P. W. D. Secty. & there is not much to be done on the Revenue Secty. Estimate & sanction may please be called for as the expenditure has been met from the Revenue Dept. 12/5/22
	12/5/22
	12/5/22
18	No 686 & 10-8-22 Chief Engineer Enquiries may be made in respect of excess
19	From the Chief Engr's Nos 1506 & 11-8-22 Stating that the returns have been called for & will be given on receipt / 12/8 Supdg Engr.

NOTE—Contn sheet

G. R S. III-2]

General and Revenue Secretariat.

Secy File No. 523 of 1920

Serial No.

57. The information will be awaited from the Ch: Engr.

BG 28/8/22 58. Sd W 30/8/22

From the Ch Engr & Roads & Transport Officer No. S-58 & 25.9.22. Submits an estimate for Rs 13290 & requesting in case of the Sri Parthasarathiswami Temple at Triplicane & regarding that the Govt & Rs 1980 out of amount in GO No 1539-47 Fin dt 21-12-22 & 4.11.20 may be cancelled

1. Vide requisition slip.

2. It was personally ascertained from the Comptroller's office that the cash balance at the credit of the institution as on 1st Sept 1922 amounted to Rs. 11170.

Submitted.

3.10.22 While sanctioning an Estimate for Rs 13290, a sum of Rs 10000 was issued from Kanchipuram Temple at 6% interest p.a. payable in 20 annual instalments

to the present revised estimate for Rs 13,290, which is now

SAN Please put up the file Conf. GO No 1539-47 Fin dt 21-12-22 & 4.11.20. Said amount to the credit of the Temple from the Comptroller's office. BG 29/9/22

1

2

NOTE—Contn. sheet

990

G. R. S. III-2]

General and Revenue Secretariat.

File No. [illegible] of 19[illegible]

Serial No.

Credit of the temple is only Rs 11,193 which has to meet the temple expenditure during the rest of the year.

EG
4.10.22

Where is the order dated 13-9-1922 referred to in para 3 of the paper under disposal? The Rs 11,190 was the amount at the credit of the temple on 1-7-1921? What was the Commissioner's opinion on 1-7-1922?

91

The order referred to in para 3 of the paper under disposal is a P.W.D. order & the Cmr's file will be obtained from the P. Works Office on going back to Bangalore.

On 1-7-1922, the temple had Rs 15,875 at its credit, i.e. the amt of tasdik was credited to its funds. This is required for the current expenses of the temple during the rest of the year 1922-23.

The temple has thus no money to meet this year's Estimate.

EG
8/11/22

The tasdik is Rs 20000 odd.

NOTE—Contn. sheet.

R. S. III-2]

General and Revenue Secretariat.

Mus File No. 523 of 1920

Serial No

Considered W.J.S. 18/10/22

by Dept mts

8/10/22

(Fred Meuler) W.J.S. 18/10/22

3103-122. To. Fred Meuler

9.10.22.

I have spoken to the Secy P.W.D. about this. He may be consulted before plc is hanspened - as proposed to the M.C.

Illegible

9.10.22 - 9/10/22

Mus W. 8 no 34 13.10.22.

71. Forwarded unofficially, with compliments, to the Secretary to Govt. Public Works Dept. for favor of perusal.

W. Chairman Mysore

13/10/22

Secy to Govt Rev Dept

8/10

NOTE—Contn. sheet

G. R. S. III-2]

30437

General and Revenue Secretariat.

Mucz. File No. 523 of 19

Serial No.

24 OCT 1922

7.2 Returned, with compliments, to the Secretary to Government, Revenue Department-

2. 7.3. Repair works carried to the different temple cars at Nanjangud from the year 1919 up to April 1922 have all been included in the present revised estimate. The works have all been carried out, but full payments could not be made for want of formal sanction to the revised estimate. The revised estimate may kindly be sanctioned and the full remaining amount be placed at the disposal of the Executive Engineer, Mysore Division, early to enable him to settle the claims of contractors for work done which are pending for a long time-

3. 7.4. During the car festival of April 1922, certain damage to the wheels of the main Ratha was reported. A fresh estimate for putting all the cars in order for the next year's car festival is received and will be separately dealt with.

Secretary to Government,

P. W. Department.

24 OCT 1922

Bangalore,

23rd October 1922.

7.5. May the draft appd by the Member

Mysore

25-10-22

NOTE.—Contn. sheet.

G. R. S. III-21

General and Revenue Secretariat. | Mwy. File No. of 19

Serial No.

× From the Comptroller's Fin

76. It has been unofficially ascertained that there is a surplus of Rs 15,875 on 1.7.22 at the credit of the temple which is said to be exclusive of the Zasdik grant of Rs 20,000 added in this fund on that date. This large surplus is due to large sums that seem to have come in from Talabhara & other sources.

77 The Estimate now subd. amounts to Rs 13,290 and may be met from this surplus.

78. As the Estimate exceeds 10,000R the papers will have to be subd to His Highness the Maharaja.

If approved, A.D. [illegible]

Subd.

Re

3.11

[illegible]

from MIN ILG [illegible]

81 The Estimate was originally sanctd for Rs 9,900 vide the addl sum now required is Rs 3390

BG

31.10.22

NOTE—Contn. sheet

G. R. S. III-21

General and Revenue Secretariat.

File No. 525 of 19 21

Serial No.

81. The addl Secy Yes
Secretary of the P.W.D. has
been consulted, after consulting
the Municipal Commissioner—

82. Whether it is necessary
to Consult the Chairman Municipal
is a point for orders. If the
Consult the Head of the dept, it is
not necessary to Consult the Dy Com
Secretary. It may be left to the
Municipal Commr to Consult him or not.

83. Mr Gadgil told
me that he spoke to Mr Mehta
the Cost of the fresh estimate re-
ferred to in para 3 of his note
dated 24 October 22 — duly
by the P.W.D. Executive

First Member

3632-17.
1112

84. It will do if the [illegible]
the make. [illegible]
or not the [illegible]
Council or not. [illegible] It is
unlikely that [illegible]
that it [illegible]
Hain

Q.U.R. 15/12/22

NOTE—Contn. sheet.

G. R. S. III-2]

General and Revenue Secretariat.

Mis. File No. 598 of 1922

Serial No.	
	Shall the draft approved by the Secy and the member (Mg to 22) case? BG 2/11/22 Sd: G/S 2/11/22
21	No. 1664 - Mem. of 2.11.22 to Asst Mem. Commr. in Mg Dept forwarding the file for his opinion in the matter of repairing the Cars of Sri Srikanteswaraswamy temple at Nanjangud — and also the source from which it has to be met.
22	4.170 of 22-23 dt. 17.11.22, from the Municipal Commrs in Mysore :— States that the previous estimates do not seem to have been prepared with sufficient care by the P.W.D., that the revised estimate for Rs. 13,290 forwarded by the Chief Engineer may however be sanctioned subject to the conditions that there will be no excess over the provision of the estimates and that after the works are executed according to the estimates, the cars will be in a fit and proper condition

NOTE.—Contn. sheet

Serial No.

for at least some 10 years more; some P.W.D. officer being held personally responsible for the same, and that the cost of the revised estimate may be met from the available savings of Rs. 5622-11-11 available at the credit of the institution.

23 No. 4. 670/22-23 d. 17.11.22 from the same officer:— Forwards a copy of Transport Commr's letter No. 4.300/22-23 d. 10.11.22 together with a copy of the Chief Engineer's notes of inspection in the matter of repairs to the above cars, and requests that the Chief Engineer for Roads & Buildings may be asked to issue strict instructions to the Executive Engineer, Trincomalee Division, to see that the work is completed by the end of February next at the latest. The Deputy Director at Negombo is to communicate about the end of the month.

R No. B. 1003 d. 16.11.22 from the Chief Engineer for Roads & Buildings:— The papers to this office are returned herewith to enable the Director to refer the revised estimate for the bridge recommended by him to the Executive Engineer, Negombo

NOTE—Contn. sheet

G. R. S. III-2

General and Revenue Secretariat.

Irrig. File No. 523 of 1920

Serial No.	
	Mysore Division, reports that the contractor who carried out the work has been pressing for the settlement of his claims.
24	No. 1135 d. 21.11.22 from the Chief Engineer for Roads & Buildings: —— Forwards copy of his letter No. 1134 d. 21.11.22 to the Ex. Engineer, Mysore Div., authorising him to make pay- to the contractors for work done, and re- quests early sanction of grant to the revised estimate with allotment of funds. Kind reference is invited to the Secy's remarks on page 5 of the office notes. (para 8 3). Called for orders as to whether the revised estimate may be sanctioned as the comple- tion of the work is reported to be urgent & there are surplus funds at the credit of the district. Two letters from the [illegible] NKK. Two letters from the Chief Engr for 23.11.22 for Roads & Buildings - re above & subd for mrs - The points for orders [illegible] revised cost [illegible] whether the add cost should be met from the [illegible]

NOTE—Contn. sheet.

23858

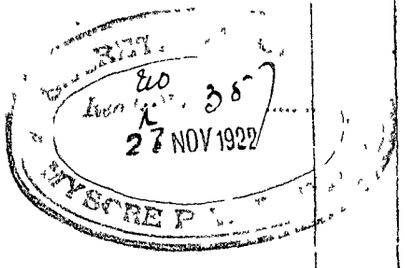
28

G. R. S. III-2.

General and Revenue Secretariat.

Mis. File No. 523 of 1920.

Serial No.



To avoid delay, may an order be passed that the additional amount required will be met out of the P.W.D. budget? Forwarded with compliments to the Secretary to Govt. P.W.D.

25/11/22

U.O. No. P.W. 726/B dated the 1st December 1922.

Returned with compliments.-

2. The revised estimate amounting to Rs 13,290/- for repairing the Kanjangud temple-cars may be sanctioned. The difference between the original and the revised estimates, Viz., (Rs 13,290-9,900) Rs 3,390/- will be made available from the budget grants of this Department, if the application for additional funds is sanctioned by Govt.

3. In that statement of additional requirements Rs 10,000/- has been applied for towards the cost of repairs to the Kanjangud temple-cars.

Orders of Government have not yet been received.

for Secretary to Government, Public Works Department.

NOTE—Contn. sheet.

Camp-Krishnarajasagara)
30th November 1922.

G. R. S. III-2)

General and Revenue Secretariat.

File No. 522 of 1920

Serial No.

~~Despatch of the~~

In G.O.N^o 1539-42/mar 217-19-22 dt 4.11.20, an estimate for Rs 9900 for the repairs of the cars of the Nanjan-gud temple was sanctioned, and a loan of 10,000 Rs at 6½ p.c. was sanct^d for the Chamarajnagar Temple. The work was entrusted to the P. W. D. and the unsatisfactory work done to the cars has resulted in the submission a revised estimate for Rs 13,290 i.e. 3390 Rs more than the sanctioned estimate. The ~~Chief Engr~~ Secy P.W.D. who was consulted in the matter has no objection to give the Excess from the sanct^d grants of his Dept.

The Dy Comr, Mysore brings to notice that owing to the unsatisfactory work done by the P. W. D. the Dharmadarsi of the Temple would like G.O. sanctioned for adjusting the sum in question from the State funds or from the final dividends in the D.C.W budget. Steps have been taken to get the Excess from the Chamarajnagar Temple.

The Chief Secy has in the recommen-

NOTE—Contn. sheet.

G. R. S. III-21

General and Revenue Secretariat.

File No. 523 of 1921

Serial No.

authorised the Ex: Engr: to make pay^{ts} at the rates at which the contracts undertook the work, from the State funds. Keeping the item under suspense until sanction to the revised estimate is recd.

The Mang: Comr: who was consulted as to the revised estimate now recd, states that an assurance from the D^{ct} should be obtained that there will be no more material revision of the estimates & that after the works are executed for 10 years, they will be in a fit state to remain in force at least for 10 years, the Engr in charge other particulars &c. & the D^{ct} Engr: being held responsible for the same. And that in case the sum of Rs 13290 may be drawn from the Famine Grant, the Executive Engr: may be authorised to draw the amount from the funds of the Famine Grant.

The Executive Engr: ... for Rs 13290 ... being ... Rs 9990 ... Famine ... Rs 3300 from the Famine ... fund.

NOTE—Contn. sheet.

110 P — 31

G. R. S. III-21

General and Revenue Secretariat.

Mwr File No. 573 of 1920

Serial No.

Mr. Mwr. Govt's proposals to make
the Exc. Engr. 2/the Division personally res-
ponsible for the work & that the area
maybe in a fit condition for it to work a
decade, during which period no material
revision 2 the Est. should be sanctioned
also be agreed to.

If these are appd, a draft order with
terms for consideration.

RG
2/12/22

Please put up a
draft at once, but I think that
it will be rather difficult to ask the
P.W.D to hold themselves responsible as suggested by the C.E.

SAN 2/12

Draft order submitted. (As the sanction to the
10,000 Rs, the matter was referred to the Secretariat
Department & orders issued.)
RKK.
11.9.22. RG 5/9/22.

(Fresh Memorandum)

4632-124.
5-12-22. The Secy P.W.D. should have been consulted.
This work be done now.

RG
6.12.22

NOTE—Contn. sheet.

G. R. S. III-21

General and Revenue Secretariat.

W/br File No. 523 of 1922

Serial No.

Kind reference is respectfully invited to page 28 ante where a consultation has been made with the Secy P. W. D. who has no objection to Rs 3390, (the excess over the original Sanctd estimate of Rs 9,900) being met from the Boundary grants of the P. W. D.

The draft order is in accordance with this

BG
6. 12. 22

Asst Secretary

Dy 7/12/22

4711-203
7. 12. 22

Vide remarks on P. Sair (typed) ante 13a
Revises may be put up

Asst
9. 12. 22

Dy 11/12/22

2 Drafts submitted for approval

BG
11. 12. 22

Asst Secretary

Dy 11/12/22

4043-335
11. 12. 22

This case to be submitted to the Secretary case for sanction. I have revises drafts to the C.S. A typed pair may be put on the file.

Asst
12. 12. 22

NOTE—Contn. sheet.

G. R. S. III-21

General and Revenue Secretariat.

War File No. 523 of 1922.

Serial No.

Typed fair drafts of the G.O and the letter to the Chief Engineer are submitted

Sd/ 12.12.22

Ref Joint Members' Minute dated 12-12-1922. The drafts approved by the Joint Members are put up.

Sd/ 12/12/22

Sec. 13 14/12/22

For perusal before issue

Sd/ 14.12.22

Joint Members

4935-427. 14.12.22.

Secy Revn 23-12-22

Sd/ 26/12/22

26 No 1961-G dt 29.12.22 to the Hon. Commr., Cis Sup. & Comptr., and the Board of Land Revenue for information.

Received on DEC 13 1922 Reg. No. 3527

NOTE—Contn. sheet.

G. R. S. III-21

General and Revenue Secretariat. | File No. of 19 .

Serial No.

27

instructions that the work shd. be taken at once.

No. 1965 dy 29.12.22 to the Ch. Engr. for Roads & Bldgs.

State that the work turned out in the past is not satisfactory and requests to impress upon those responsible for the work that they are held responsible for any shortcomings

NOTE—Contn. sheet.

1990 35

V. T. R. B. — Office of the Deputy Commissioner,
Mysore District.
Camp - Chamarajnagar
Dated 22nd March 1921.

Dear Sir,

I write this to say that on the 21st instant at 11 A.M., I received a telegram from the Sub Division Officer, Nanjangud, stating that the Car of Sri Srikanteswara Swamy at Nanjangud came to a stand-still, it being disabled owing to the existing flood in the heavy rain,

ON MYSORE GOVT. SERVICE.

Deputy Commissioner
of the District.

To

The Deputy Commissioner,

Mysore District, Mysore.

Sir,

With reference to your D.O.letter No.T.R.5 of 1920-21 dated the 22nd March 1921, intimating that on account of the twisting of the new axle there was delay in the car of the Sri Srikanteswaraswamy Temple at Nanjangud reaching its destination, I am directed to request you to be so good as to ask the Executive Engineer, Mysore Division, to send you a report after a careful examination of the car, about its condition, with proposals for preventing such such accidents in future, or at least to minimise them as far as possible, and to submit a copy thereof to Government together with your own suggestions in the matter.

2. A very early reply is requested.

I have etc.,

Secretary to Government,
Muzrai Department.

Copy to the Chief Engineer of Mysore,
for information ~~and necessary action.~~

By Order,

Secretary to Government,
Muzrai Department.

HRR.

831

08199 29

E.C 21.22

File No. 523-20

Serial 3

No: 1176 Mysore Public Works Department,

Office of the Executive Engineer,

Mysore Division,

Mysore, Dated 18th Sept 1921.

GEN & REV. SECTT. Rec'd 2 - SEP 1921

From

The Executive Engineer,

Mysore Division, Mysore.

To

The Muzrai Secretary,
to the Government of His
Highness The Maharaja of
Mysore, B A N G A L O R E .

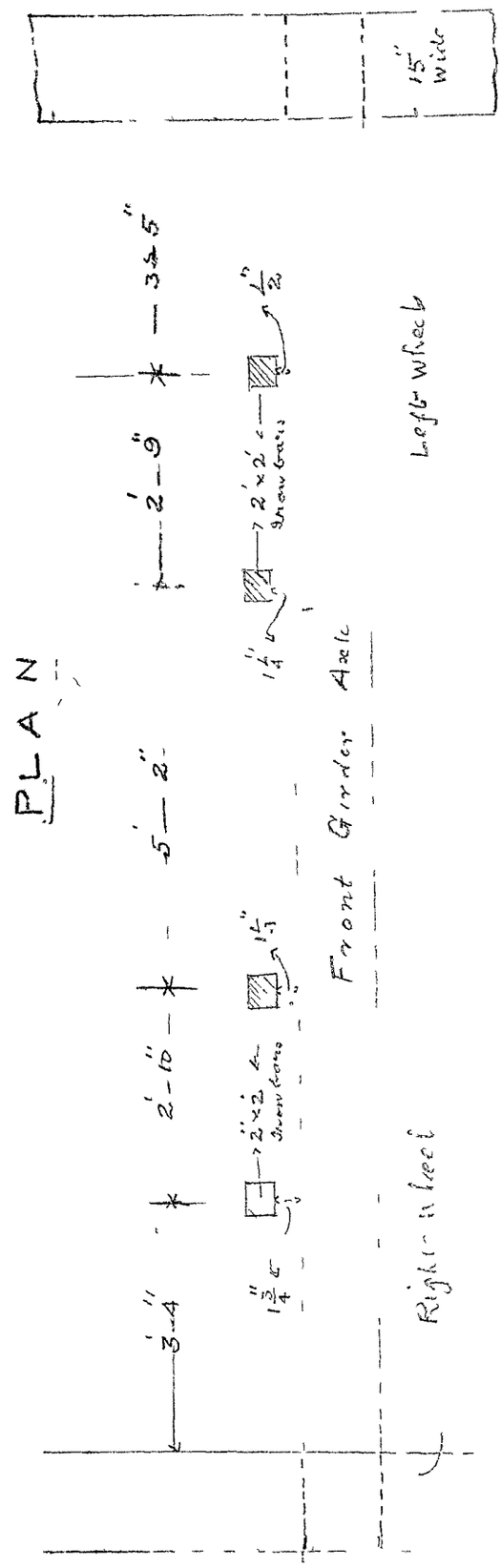
-: NANJANGUD TEMPLE CAR. :-

Sir,

I Your No: 395 /Muz. 523-20-2 dated 21-4-21 to the Deputy Commissioner, requesting me to send a report after examining the car for preventing such accidents in future etc.,

---

With reference to the above, I have the honor to submit that I inspected the car on 14th May 1921 and again with the Chief Engineer on 29th July 1921 and found that the right side of the front axle (right) was out of plumb by about 1½" and that the 4 huge iron holding down bars each nearly 2" x 2" in section and led into the girders had been bent



bent as noted in the marginal sketch

2. An estimate for renewing the axles of the car was sanctioned by Government in their order No: 16-39-42 217-19-2 dated 4-11-20 and in the year 1920 and before the car festival a Matty beam 21" x 18" and 26' long was used for the front axle. Immediately the car procession was over this beam broke at the right end and had to be jacked up. As it was not possible to get a sound beam of the required dimensions, it was considered advisable to replace the axles by rolled steel girders, and after making necessary and careful calculations which were also submitted to the Superintending Engineer, girders of necessary section were got, with considerable difficulty and used this year.

3. The wheels had also become more or less rotten and for the safety of the car it was essential to remove old wheels and use new ones. Necessary wood with considerable difficulty and at high rates was also got for these with the kind and timely help of the Deputy Commissioner, and although there was only a limitted time at our disposal the work was got done quite in time for the occasion. Due to want of time and (2) to some Temple and religious formalities

formalities it was not possible to test the car and axles by pulling it before the procession.

4. The Assistant Engineer, in charge of No: 4 Sub Division was specially asked to watch the car on the procession day (22-3-21) and as a new departure in using rolled steel beams for axles was adopted. It is reported that the car was pulled alright first and after it was pulled rather pushed nearly 100' by the application of 2 huge wooden leavers each of 25 feet length to the rear wheels the front axle right side was observed to have gone out of plumb and the huge 4 holding down of front frame work had bent and fearing further trouble the Assistant Engineer immediately wired to me, requesting me to go over to Nanjangud at once.

5. Myself and the Superintending Engineer to whom the telegram was -- immediately sent, for perusal, went at once to Nanjangud and found that two necessary wooden beams were used to bind the two axles to prevent further distortion. Necessary additional -- wooden strouts.were also given at once to prevent further bending of the old huge iron bars.

6. All this work was finished by 11 A.M. and after obtaining Superintending Engineer's approval who was at the spot with me , the Amildar and the -- Revenue Sub Division officer who were then there, were told that the car may be safely pulled and I remained at Nanjangud to watch further developments if any till evening.

7. The car was moving only by inches and all as already noted was only by the application of huge and long leavers to both the rear wheels. I even requested the Amildar to get more men to pull as the moving of the car by push from behind has resulted in the bending of the huge old iron holding down bars. I was watching the car all the time, and observed that nothing further had happened to the car, but there were hardly enough men, even to hold the ropes.

8. At about 1 P.M. all people gave it up possibly being late and restarted it again at about 4 P.M. I watched it again, pointed out the absolute necessity of getting enough men to pull the car as even the little movement was all by the application of leavers. The car was led to a small pit in front of the temple by about 6 P.M. and as it was late

LB

late that day the car was left in front of the Temple.

9. Early next morning under the -- instructions of the Deputy Commissioner earnest and serious attempt seems to have been made to pull the car, and although this Department did not do any further work than what was done the previous day before 11 A.M. the car reached the destination doing the remaining portion ---- (nearly 99% of the procession route) in about 2 hours time. The want of -- enough men for pulling was therefore evident.

10. I therefore beg to submit that if the car is expected to move without much trouble it is necessary to have at least enough men to pull it and the car could have then easily reached destination before 1 P.M. the same day.

11. As the main holding down iron bars have bent, it has now become necessary to bind the two axles to preventing any further bending of the bars and also to stiffen the two girders.

12. The sanctioned estimate did not provide for the iron girders and connected works, which were necessary for the safety of the car and it is therefore being revised as per work done

done and will be submitted soon for orders. Care will be taken to see that the revised estimate will not very much exceed the sanctioned estimate. For the necessary bracing of the two axles (to ensure further mishaps of the kind) a separate small estimate is also being got up and will be submitted shortly. Arrangements in the meanwhile will pending sanction be made, to get the necessary materials, so as to finish the work in time.

13. I may add that the girders used are quite strong and are capable of taking without any danger any load that may possibly be put on the car but it is necessary to bind the two axles. It is also necessary that to ensure the finishing of the procession in time the required number of men must be put on instead of depending merely for motion to the application of levers. Levers applied to the rear wheels with the application of break to the right wheel brings peculier and uncalculable strains on the old holding down bars, which in turn transmit these to the girders and may cause any damage to them. It is essential therefore to have enough men to pull the car.

The Chief Engineer, during inspection

inspection has also ordered the proper binding of the iron bars to the girders and also providing necessary small girders to bind the two axles together. This work will soon be started and finished before the next procession.

I have the honor to be,

Sir,

Your most obedient servant

Executive Engineer,

Mysore Division.

VSR. 30/9

G. R. S. VI—G/32]

SUBJECT.....

Diary No. of letter replied to 831

General and Revenue Secretariat

(VII)

, *the* 191 . .

Date of issue 21-9-21

Signed by Mr. TE Watts

Section Enqs

File No. 523-20

Serial No 4

15 D 2 Executive

To The D J Comr.

Mysore District

Sir,

I am directed to forward herewith, for ~~favour of~~ Records, Your ~~Permission~~ Petition, a copy of the letter No 1176 dated the 18 Sept 1921, received from the Executive Engineer,

over.

Mysore Durbar, forwarding a report on the result of the inspection of the big Car of the Sri Venkatesvara Swamy temple at Nanjan-gud.

W 10/9/21

Secy to Govt, Agrl Dept

10/9/21

2

List of enclosures.

Copied by

Examined by

Left 14046 1739

21-1-22

1921-22 Mysr

From 523-20 5

The Deputy Commissioner,
Mysore District.

To

The Secretary to Government,
Bangalore.

Dated ~~October~~ 1921.
Despatched 20 November

Received

General No. Reference 547 from Pol
No.

Enclosure No one file.

Submitting a report regarding the case of the cows of Sri Srikanteswara Swamy at Nanjangud,

1736
21-22
Mysr

Office of the Deputy Commissioner,

Mysore District.

Dated, Mysore, 1st November 1921.

From

S. Hiriannaiya, Esq., M.A.,B.L.,

Deputy Commissioner,

Mysore District.

To

T.E. Jayarama Iyer, Esq., B.A.,B.L.,

Secretary to the Government of

His Highness the Maharaja of Mysore,

Muzrai Department, Bangalore.

Sir,

With reference to your letter No. 1569 Muz 523-20-4 dated 21st September 1921, re the big Car of Sri Srikanteswara Swami Temple, I have the honor to enclose herewith for the information of Government, the correspondence ending with Nanjangud Sub Division Officer's report No R.H.C.154/21-22 dated 19th October 1921, as to the present condition of the Car and the repairs necessary, if it is to run smoothly on the occasion of the next Jatra, which is coming off towards the end of March 1922. I inspected the Car on the morning of the 27th instant and as far as a lay man can express an opinion in the matter, I entirely concur with the views expressed by the Sub Division Officer. Unless very early and as it seems to me, extensive repairs are carried out, under competent technical supervision, there seems to be little prospect of the next Car Procession going on smoothly or without trouble. I would therefore earnestly request that Government may be pleased to ask the Public Works Department to take the matter in hand at once, and finish the repairs well in advance for the next Jatra viz., at least before the middle of March 1922. It also essential that an inspection of the repairs done should be carried out by the Chief Engineer or other high officer before the Festival.

The smaller Cars also are in need of repairs.

I have the honor to be,
Sir,
Your most obedient servant,

Ref:- Deputy Commissioner's memo No. C. No. 547/20-21 dated 23rd September 1921.

Memo

Submitted to the Deputy Commissioner Mysore District.

2. The opinion of the Dasnamadarsis of the temple together with the Peshkar's report No. 173 dated 14th inst. and the Nanjangud Amildar's report No. 82 dated 17th inst. is also here with submitted for kind perusal.

3. With reference to paragraphs 1, 2, 3, 4, 5, 11, 12 and 13 of the Executive Engineer's letter to the Mysore Secretary, I have nothing to add since the matters referred to therein are all of a technical nature which only the Public Works Department must be able to mend so that there may be no further trouble in dragging the cars next year. The ugly temporary bracings and the bunds in the

iron bars have to be mended soon.

4. The Summit's can being particularly a very heavy one without any mechanical arrangement for steering in the front, can only be moved by levers (✱ ○ ⊃) from behind and steered by wedge-logs (✱ ○ ▽) in the front and the opinion of the lay-men including the Dammadars, who have had considerable experience in these matters, is that these mechanical appliances are indispensible in moving the Car round the several sharp corners and the long ascents in the palace road through which it has to pass, irrespective of the number of men employed in dragging.—

5 The burden of the Executive Engineer's Communication is to the effect that the Car was alleged after it was roughly repaired on the 1st day and that it was only for want of men to drag it that its movement till the next day

day. The Car took one hour to move 100 ft. at the start with a large number of people and the tilting of the girders was observed thereafter. The repairs went on till midday when with the mid-summer sun above and burning heat of the ground below no large concourse of people could be - expected to stand on the spot waiting to see the Cars completed. Again in the evening the Car was slow in its motion right in front of the temple with its stiff bracings and eventually one of the wheels got into a pit and by the time it was jacked up, it was dark and the Deputy Commissioner considered it highly dangerous to pull the car in darkness in spite of the men available. Even on the second day the brakes (Lt 45°) had to be briskly worked to make the Car move round the corners and in

th the up-hills. It is the considered opinion of almost every-body that large cars of the kind can only be made to work properly by applying levers to the wheels from behind to help the draggers (who are mostly a set of untrained rabble) and - shoving the front ones with "godams" while turning the corners particularly. This is a point on which no agreement can be had on the opinion of the Executive Engineer.

6 The Dadra-Jutra of this place does not lack in the no. of devotees and if the car is in good condition and easy in its movements on the present axles and wheels, it can certainly be - brought to its destination in two hours. The damage it has sustained year year in its axles being unsatisfactory thing or another, discourages this has caused delay to its destination

during the last three years.

19/10/21

Sub Division officer
Manjeswar Sub Div

No 8/1

Correspondence ending with order No HC 154/21-22

26/28 Sept: 1921 from the Subdr: officer Nanjangud

HC 151/21 Encnt the axles put to the big Car of "Sri Sri - Cantesvaraswami"

Respectfully Submitted

It is worth while to remember the following axioms in Connection with this important Subject: —

(1) This big car had always been and should always be pulled by men with the aid of levers put to it at the hind wheels.

(2) The weight of this big car is held by two axles by means of Several huge iron holding down bars directly inserted into them.

(3) The "thin web" of iron "girder. Cannot directly hold down in them Such huge iron holding bars which are the Connecting links between the Car & the axles. The frame work (wooden) attached to these girders as a Consequence to hold these bars is undoubtedly liable to be out of position when ~~unmeasurable~~ frequent force is applied on it Consequent on the putting of levers at the hind wheels complied with the rude pulling of the car by a large uncontrolable Crowd which collects at the time out of piety to do gratuitous Service.

girder is used generally for carrying weight &c in buildings or bridges &c and by its "make" with a "thin web" is quite unsuited for an "axle" which has to serve a double purpose viz weight carrying during a rotatory motion.

(5.) Any kind of axle (whether of wood or steel or iron) put to this car should be such as will securely hold down the connective iron bars directly in it. A thin web girder is not such as would serve this purpose.

(6) To compensate therefore the mistake of having used girders as axles without a proper forethought, it became necessary (when the frame work broke & the huge holding down iron bars naturally bent down and went out of plumb when force was applied on the so called "axles") to join the rear and hind axles by means of hideous wooden poles & by other patches & bandages - a course which stiffened the wheels & axles & necessarily required a greater number of men than was actually needed under ordinary circumstances. The danger of avoiding of to the frame work even with such joints & patches cannot be is touchsafed & when such danger occurs the bars should necessarily go out of plumb.

(7) When danger occurs & when once the people collected in the beginning have to give up pulling for an immeasured time, it will not be easy to collect gratuitous labor again, as, the heat advances in the day & people feel hunger and

and thirst and therefore disperses themselves.

(8). It should not be the aim of experts to defend or hatch a mistake, but it should be their sole aim to undertake & carry out unquestionable work whenever there is scope for such work. Nowhere in India where there are such huge cars have we heard that "girders" are used for axles and are enclosed with wooden cases not to give an elegant appearance but with the sole object of holding down the connective links between the car and the axle. We have heard of elegant steel axles being introduced in place of wooden ones and not girders with a frame work to hold the connecting links.

(9) A fortiori it is for several reasons quite inexpedient, inadvisable and unsafe to use a girder as an axle for a

big Car of the most Sacred temple of the State with a Royal devotee like our most Enlightened and beloved MahaRajah whose kingdom is full of good Seasoned timber and who has made a most liberal grant of Rs 10,000 for an Elegant workmanship and overhauling of a most Sacred Car held in great esteem by His Royal Highness. Indeed the popular feelings & opinion are also worth a Consideration (Vide the opinion of the Dharmadarsees Submitted herewith) The other matters appear being trivial call for no special report.

K K Venkatowamier
Amildar
Nanjangud Taluk

17.10.1921

ఆర్13419

ಸೇವೆಯಲ್ಲಿ

ಶ್ರೀಯುತ ಪ್ರಧಾನ ದಿಂಡಿವನಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳವರಿಗೆ

ಮಾನ್ಯರೇ,

ಇಲಾಖಾ ಸಿಬ್ಬಂದಿಯವರಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಕೆಲವು ಸಲಹೆಗಳನ್ನು ಸಲ್ಲಿಸಲು ಈ ಪತ್ರವನ್ನು ಬರೆಯುತ್ತಿದ್ದೇನೆ. ಇಲಾಖೆಯಲ್ಲಿ ಸಿಬ್ಬಂದಿಯವರ ಕೊರತೆಯಿಂದಾಗಿ ಕೆಲಸಗಳು ಸರಿಯಾಗಿ ನಡೆಯುತ್ತಿಲ್ಲ. ಕೆಲಸಗಳು ಸಮಯಕ್ಕೆ ಸರಿಯಾಗಿ ಆಗುತ್ತಿಲ್ಲ. ಇದರಿಂದ ಸಾರ್ವಜನಿಕರಿಗೆ ತೊಂದರೆಯಾಗುತ್ತಿದೆ. ಆದ್ದರಿಂದ ಸಿಬ್ಬಂದಿಯವರ ಕೊರತೆಯನ್ನು ನೀಗಿಸಲು ಕ್ರಮ ಕೈಗೊಳ್ಳಬೇಕೆಂದು ಕೋರುತ್ತೇನೆ.

ಇಂತಿ ತಮ್ಮ ವಿಶ್ವಾಸಿ,

(ಸಹಿ)

ಸಹಾಯಕ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ

ದಿನಾಂಕ: 15-10-2124

ಸ್ವೀಕೃತಿಯ ಅಂಚೆಚೀಟಿ

ಸಹಾಯಕ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಚೇರಿ

173

ದಿನಾಂಕ 16/10/24

ಇಲಾಖಾ ಸಿಬ್ಬಂದಿಯವರಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಕೆಲವು ಸಲಹೆಗಳನ್ನು ಸಲ್ಲಿಸಲು ಈ ಪತ್ರವನ್ನು ಬರೆಯುತ್ತಿದ್ದೇನೆ. ಇಲಾಖೆಯಲ್ಲಿ ಸಿಬ್ಬಂದಿಯವರ ಕೊರತೆಯಿಂದಾಗಿ ಕೆಲಸಗಳು ಸರಿಯಾಗಿ ನಡೆಯುತ್ತಿಲ್ಲ. ಕೆಲಸಗಳು ಸಮಯಕ್ಕೆ ಸರಿಯಾಗಿ ಆಗುತ್ತಿಲ್ಲ. ಇದರಿಂದ ಸಾರ್ವಜನಿಕರಿಗೆ ತೊಂದರೆಯಾಗುತ್ತಿದೆ. ಆದ್ದರಿಂದ ಸಿಬ್ಬಂದಿಯವರ ಕೊರತೆಯನ್ನು ನೀಗಿಸಲು ಕ್ರಮ ಕೈಗೊಳ್ಳಬೇಕೆಂದು ಕೋರುತ್ತೇನೆ.

ಇಂತಿ ತಮ್ಮ ವಿಶ್ವಾಸಿ,

(ಸಹಿ)

ಸಹಾಯಕ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ

30/9/1924 ನೇ ಇಸವಿ

ಸಹಾಯಕ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳವರಿಗೆ ಮಾನ್ಯರೇ, ಅಂಚೆ ಅಧಿಕಾರಿಯವರಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಕೆಲವು ಸಲಹೆಗಳನ್ನು ಸಲ್ಲಿಸಲು ಈ ಪತ್ರವನ್ನು ಬರೆಯುತ್ತಿದ್ದೇನೆ. ಇಲಾಖೆಯಲ್ಲಿ ಸಿಬ್ಬಂದಿಯವರ ಕೊರತೆಯಿಂದಾಗಿ ಕೆಲಸಗಳು ಸರಿಯಾಗಿ ನಡೆಯುತ್ತಿಲ್ಲ. ಕೆಲಸಗಳು ಸಮಯಕ್ಕೆ ಸರಿಯಾಗಿ ಆಗುತ್ತಿಲ್ಲ. ಇದರಿಂದ ಸಾರ್ವಜನಿಕರಿಗೆ ತೊಂದರೆಯಾಗುತ್ತಿದೆ. ಆದ್ದರಿಂದ ಸಿಬ್ಬಂದಿಯವರ ಕೊರತೆಯನ್ನು ನೀಗಿಸಲು ಕ್ರಮ ಕೈಗೊಳ್ಳಬೇಕೆಂದು ಕೋರುತ್ತೇನೆ.

ಇಂತಿ ತಮ್ಮ ವಿಶ್ವಾಸಿ,

(ಸಹಿ)

ಸಹಾಯಕ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ

తా॥ 12-10-1921 వ॥ త్రయోదశీ బుధవాసరే ఉదక్ష్మవశ్వసభాయాం నమోదిత

మాటంగుల్ సైనతింస్—

ధాన్యాలు—

ధీరు యుత్తోడ్ శరణ్ సైగళ్—

మూంగు యుళ్ళ రంగుళ్ళ్ మయ్యుళ్—

కరి—

" ఈ. తైలప్ గాళ్ళనగళ్—

" చిక్క పుడ్ప్ళ్ళ్ మిళ్గు—

సైళ్ తాళ్—

పుంగంగి వేంకట నాయుడుగారు—

" ఈ. రంగయ్యంగారు—

" యళ్ళ్ తిరుపతి శాస్త్రిగళ్—

" నంబూరు తాండ్రప్పగారు—

× × × × × ×

III— తర్వాత నాలుగవ త్రయోదశీ బుధవాసరే ఉత్సవ దినిత్తు రథోత్సవ దినిత్తు మూల పుల్లనూరి తిరుపతి లో సంస్కృత యూనివర్సిటీ కి శంకుస్థాపన చేయడానికి 31-8-1921 నాడు వచ్చిన 547 నాడే నయినారి లార్డ్ లీ ఆఫ్ ఫరీంటన్ గారు తలపెట్టారు.

ఈ సంతోషకరమైన సందర్భంలో ఈ కార్యక్రమంలో పాల్గొనడానికి 4 డిసెంబర్ 1921 నాడు వచ్చిన సర్ సి. శంకరన్ నాయర్ గారు రాసిన ఆహ్వాన పత్రిక

కరీంనగర్ లో ప్లేగు వ్యాధి ప్రబలడం వల్ల ఈ ఉత్సవాలు నిలిపివేశారు.

తర్వాత 22 నాడు కార్తీక శుద్ధ నవమి నాడు త్రయోదశీ తత్ర రథోత్సవ సందర్భంలో నెలకి నల్లదేవుడు యాగశాలలో ప్రవేశపెట్టి రుత్వికులకు సంకల్పం చేయించడం జరిగింది—

ఈ పోత్తరథం సుమారు 3 అంతస్తుల ఎత్తు ఉండి ఆలయ ప్రదక్షిణ వీధిలో తిరిగేటప్పుడు కొబ్బరి చెట్లు అడ్డు రాకుండా ఉండటానికి 400-500 రూపాయలు ఖర్చు పెట్టి కొబ్బరి చెట్లు నరికించారు.

ఈ విషయమై ఎంతో ఆలోచించి ఈ ఏర్పాటు చేసినట్లు ఆ రోజుల్లో ఈ ఉత్సవాలు చూసిన వారు చెప్పుకున్నారు.

ఈ ఉత్సవాలు చూడటానికి ఎంతో మంది ప్రముఖులు వచ్చారు. వారిలో ముఖ్యులు ఈ. రంగయ్యంగారు, యళ్ళ్ తిరుపతి శాస్త్రిగారు, నంబూరు తాండ్రప్పగారు, పుంగంగి వేంకట నాయుడుగారు మొదలైన వారు.

తండ్రుగతోడిదీనదాంతదివాకరనిర్మలన్నయాగ్నిలు యజ్ఞాంగాలు. ఈతీర్థవనవసతిక్షేత్రమే మరపేంతటిదో—

కొల్లంతదివ్యగోళ్లిలుప బంధకథంగిగే తాంతిలువతిళ్లోక్ష నోతిల వరం తీన్నిళ్లి యుం లిత్తాం తలు యోర్తులిళ్లువదిలుతోం కింత తోలు శ్రీ—

దుష్టదనగోళ్వరశలుంతిళ్లి—

"శ్రీ,

శ్రీతంతయ్యా—

ఇతి. 14.10.21

No: 6 Mysore Public Works Department,
Office of the Executive Engineer
Mysore Division,
Mysore, dated August 1 ' 2 1.

Fro

The Executive Engineer,
Mysore Division, Mysore.

To

The Under Secretary,
to the Government of His
Highness the Maharaja of
Mysore, B A N G A L O R E .

-: MANJARAL TEMPLE CAVE. :-

Sir,

Your No: 217 / Mus. 320-21 dated 2-4-21 to the Deputy Commissioner, requesting me to send a report after examining the cave for preventing such accidents in future etc.,

---

With reference to the above, I have the honor to submit that I inspected the cave on 14th ult and am with belief that over one third part of the front side right as out of plumb bob is 3" and that the 4 huge free holding pillars each measuring 2' x 2' in section and left in the cavities had been

bent as noted in the marginal sketch

2. An estimate for renewing the axles of the car was sanctioned by Government in their order No: 1539-42 217-19-2 dated 4-4-20 and in the year 1920 and before the car festival a Matty beam 21" x 19" and 26' long was used for the front axle. Immediately the car procession was over this beam broke at the right end and had to be jacked up. As it was not possible to get a sound beam of the required dimensions, it was considered advisable to replace the axles by rolled steel girders, and after making necessary and careful calculations which were also submitted to the Superintending Engineer, girders of necessary section were got, with considerable difficulty and used this year

3. The wheels had also become more or less rotten and for the safety of the car it was essential to remove old wheels and use new ones. Necessary wood with considerable difficulty and at high rates was also got for these with the kind and timely help the Deputy Commissioner, and although there was only a limited time at our disposal the work was got done quite in time for the occasion. Due to want of time and (2) to some Temple and religious for-

malities

formalities it was not possible to test the car and axles by pulling it before the procession.

4. The Assistant Engineer, in charge of No: 4 Sub Division was specially asked to watch the car on the procession day (22-3-21) as a new departure in using rolled steel beams for axles was adopted. It is reported that the car was pulled alright first and after it was pulled rather pushed nearly 100' by the application of 2 huge wooden leavers each of 25 feet length to the rear wheels the front axle right side was observed to have gone out of plumb and the huge 4 Holding down of front frame work had bent and fearing further trouble the Assistant Engineer immediately wired to me, requesting me to go over to Nanjangud at once.

5. Myself and the Superintending Engineer to whom the telegram was -- immediately sent, for perusal, went at once to Nanjungud and found that two necessary wooden beams were used to bind the two axles to prevent further distortion. Necessary additional -- wooden strouts were also given at once to prevent further bending of the old huge iron bars.

6. All this work was finished by 11 A.M. and after obtaining Superintending Engineer's approval who was at the spot with me , the Amildar and the -- Revenue Sub Division officer who were then there, were told that the car may be safely pulled and I remained at Nanjangud to watch further developments if any till evening.

7. The car was moving only by inchss and all as already noted was only by the application of huge and long leavers to both the rear wheels. I even requested the Amildar to get more men to pull as the moving of the car by push from behind has resulted in the bending of the huge old iron holding down bars. I was watching the car all the time, and observed that nothing further had happened to the car, but there were hardly enough men, even to hold the ropes.

8. At about 1 P.M. all people gaveit up possibly being late and restarted it again at about 4 P.M. I watched it again, pointed out the absolute necessity of getting enough men to pull the car as even the little movement was all by the application of leavers. The car was led to a small pit in front of the temple by about 6 P.M. and as it was late

late that day the car was left in front of the Temple.

9. Early next morning under the -- instructions of the Deputy Commissioner earnest and serious attempt seems to have been made to pull the car and although this Department did not do any further work than what was done the previous day before 11 A.M. the car reached the destination doing the remaining portion ---- (nearly 90% of the procession route) in about 2 hours time. The want of -- enough men for pulling was therefore evident.

10. I therefore beg to submit that if the car is expected to move without much trouble it is necessary to have at least enough men to pull it and the car could have then easily reached destination before 1 P.M. the same day.

11. As the main holding down iron bars have bent, it has now become necessary to bind the two axles to prevent in any further bending of the bars and also to stiffen the two girders.

12. The sanctioned estimate did not provide for the iron girders and connected works, which were necessary for the safety of the car and it is therefore being revised as per work done

done and will be submitted soon for orders. Care will be taken to see that the revised estimate will not very much exceed the sanctioned estimate. For the necessary bracing of the two axles (to ensure further mishaps of the kind) a separate small estimate is also being got up and will be submitted shortly. Arrangements in the meanwhile will pending sanction be made, to get the necessary materials, so as to finish the work in time.

13. I may add that the girders used are quite strong and are capable of taking without any danger any load that may possibly be put on the car but it is necessary to bind the two axles. It is also necessary that to ensure the finishing of the procession in time the required number of men must be put on instead of depending merely for motion to the application of levers. Levers applied to the rear wheels with the application of break to the right wheel brings peculiar and incalculable strains on the old holding down bars, which in turn transmit these to the girders and may cause any damage to them. It is essential therefore to have enough men to pull the car.

The Chief Engineer, during inspec-

tion

inspection has also ordered the proper binding of the iron bars to the girders and also providing necessary small girders to bind the two axles together. This work will soon be started and finished before the next procession.

I have the honor to be,

Sir,

Your most obedient servant,

Sd/ V.V. Harve,
Executive Engineer,
Mysore Division.

No: 282 Mysore, Dated 18 August 21.

Copy forwarded with compliments to the Deputy Commissioner, Mysore District for kind information.

Executive Engineer
Mysore Division.

Very urgent

To

The Chief Engineer in Mysore,

Bangalore.

2294 Fine Dv C

Sir,

Im 9 · 523 - 20-6

8/13-12-21

I am directed to forward herewith a copy of letter No.547 of 20-21 dated the 2nd November 1921, received from the Deputy Commissioner, Mysore District, regarding the -- Nanjangud temple car, together with a copy of the Sub-Division Officer's letter ~~read~~ received therewith, and to request that the work may be attended to at once, under the personal supervision of the Executive Engineer, Mysore -- Division, and completed satisfactorily before the 15th March 1922, a report of the action taken in the matter being submitted to Government without delay.

I have etc.,

13/12/21

Secretary to Government,
12/12/21 Muzrai Department.

Memo No. dated December 1921.

Copy forwarded to the Deputy Commissioner, Mysore District, for information.

By Order,

Secretary to Government,
Muzrai Department.

HRR.

12/12/21

unsatisfactory.

I have the honor to be,

Sir,

Your most obedient servant,

sd/ [illegible],

~~Asst~~ Deputy Commissioner,

Mysore District

Hemphrey's
RG.
6/2/22
WOL

Memo.

Copy of the above is forwarded for information to the Rural Secretary to Government of Mysore, Bangalore for information.

[signature]

Deputy Commissioner,

Mysore District.

No.

Office of the Deputy Commissioner,

Mysore District,

Dated, Mysore 3rd February 1922.

From

P.J.Bourin , Esquire,

Deputy Commissioner,

Mysore District.

To

S.Cadamby, Esq., B.A., L.C.E.,

Chief Engineer in Mysore,

Bangalore.

Sir,

In inviting reference to Mazrai Secretary's letter No. 2894-Muz.523-20-6 dated 15th December 1921 addressed to you (a copy off which has been received by me) regarding the Nanjangud temple car, I have the honor to state that the Amildar of Nanjangud taluk reports in his No.142 dated 26th January 22 that nothing has been done till now by the Public Works Department, to put the cars in running order. The Jatra is fast approaching and it has become a matter of great anxiety to the local officers.

2. The Amildar reports that if the present axles (girders) be put to it with a casing as last year, there is very likelihood of trouble arising as before in dragging the car. I forward the Amildar's report in original received with the Sub Division Officer's memo No.A.O.C.970-21-22 dated 27th January 1922 for your information with the request that you will be so good as to cause immediate needful steps being taken to have the cars put in order in time.

3. On enquiry made of the Executive Engineer, Mysore Division as to how much money was spent on repairs to the big car last year out of the sanctioned allotment of Rs.10,000/-, I was surprised to hear from him that a sum of Rs.9828-10-9 has been spent up to date on the repairs and still the cars are not put in order and the whole affair is most unsatisfactory.

Immediate

Nanjangud
19th Feb 1922

To

T. E. Jayaramaiya Esq B.A. B.L.
Mhz Supt & Secy to Govt —
Bangalore

Subs. Proposal
and orders
Rly
21/2/22

Sir, The big Jatra comes off in the 1st week of April - The Cars are in the same state as they were when you lately saw them - From the Enclosed Correspondence you will be able to see that all possible to rectify the present state of affairs has been done by the local officers & it is necessary is now for you & Kindly See to the needful being done as there will be difficulty with Visitors & it will be also very risky to pull the Cars in their present Condition. I am afraid that

Copies of
1. Rolls of the Panchayat of 9/2/22
2. Memorandum of the Proceedings of the Panchayat held on the 9th inst
3. Report & Memorandum about the Inspection of the Cars & the measures to be taken to repair them.
4. Letter from the Chief Engineer
5. Report of the Amildar regarding the Impossibility of the temple Authorities to bear the charges of the repairs of the Cars

1922 నాటి ఎన్నికల్లో వరంగల్ (గ్రామీణ) నియోజకవర్గం నుండి శాసనసభ్యులుగా ఎన్నుకోబడిన మీరు

క్రింది వారు ——

ఎం॥ జి. ఎం. వెంకటస్వామి
" కె. వెంకటరామయ్య
" ఎన్. రంగారెడ్డి
" ఎం. ఎస్. సుబ్బారెడ్డి
" ఎం. ఎస్. వెంకటరామయ్య
" జి. వెంకటరామారావు
" ఎన్. ఎం. ఎస్. మూర్తి
" ఎం. ఎస్. సుబ్బారెడ్డి

మీ వారు

ఎం॥ కె. వెంకటస్వామి
ఎం. నాయుడు తారా
దుగ్గిరి ——

26-1-22 నాటి మా N-o 3963-S. Mwz. 443-21-22 నంబరు కార్యాలయ్యాలకు రాసిన లేఖ ద్వారా తెలియజేసినట్లు ——

ఇదివరకే మీరు ఈ లాంగాయ్యకుంగాలు నుండి ఉంటే వెంటనే వారి వారి నియోజకవర్గాలకు వెళ్ళి తమ తమ కర్తవ్యాలు నిర్వహించవలసిందిగా కోరడమైనది ——

2 26-1-22 నాటి మా. N-o 3950-2 Mwz 50/21-22 నంబరు కార్యాలయ్యాలకు రాసిన లేఖ ద్వారా తెలియజేయడమైనది ——

అదరంతే పోషిస్తూ మత్స్యసంపదను పెంచుతూ
కూ ఫ్లైతేడు చెక్కుల్ని తక్షణం తహశీల్దార్ లకు

3 9-8-21 నాటి Rc.No 603 నాటి ఉత్తర్వులను
రద్దు చేయాలని కోరుతూ —

ఇవరు అభ్యర్థించుదంతే ఉష్ణోగ్రత శాతాన్ని
లెక్కించుటకు 0-1-5 ఎకరాలు నీళ్ళు ఉంటే సరిపోతుంది
తీవ్రమైన వ్యాధులు సోకినప్పుడు మాత్రమే రొయ్యలకు
యాంటీబయాటిక్స్ ఇచ్చుకోవచ్చును అని
నివేదన చేయుచున్నారు కాబట్టి ఈ విధంగా
ఇచ్చిన ఉత్తర్వులు రద్దు చేసి తగిన
తీర్పు వెలువరించవలసిందిగా కోరుతూ
ఈ వ్యాజ్యము దాఖలు చేసినారు.

4. ది 2. Rc.No 396/20-21 నాటి ఉత్తర్వులను
17-5-21
రద్దు చేయుట కొరకు దాఖలు చేసిన వ్యాజ్యము —

ఇందులో నివేదికలు పరిశీలించకుండా నిర్ణయాలు
తీసుకోవడం సరికాదని వాదిస్తున్నారు. ఈ విషయాన్ని
ఇదివరకే ఇతర రైతులు ఇచ్చిన వినతుల ద్వారా
తెలుసుకొని ఉన్నతాధికారులు ఈ ఉత్తర్వులు
జారీ చేసినట్లు ఉన్నది. ఈ ఉత్తర్వులు
రద్దు చేయడం వలన ప్రభుత్వానికి ఎటువంటి
నష్టం కలుగుతుంది అనే విషయం పిటిషనర్
తరపు న్యాయవాది వాదించలేదు

శరదిస్తకింతరస్తకితోళ్ళాయము నెంకరితెళ్ళి
దుకోళ్ళగిరక్కెదాచయుత్త కంతిలుబళ్ళిక్కే
లద్దుంద రంగ్లేని నళ్ళన నమాదిరుంత 2-8—
తంతిరూంత 3-8—రూ గళ్ళగిన్నలుక్కెళ్ళోళు
నిందర్గే తిలువంతే సిం క్నళిరుంచిలమంగిలు
రంతే సేబురసుచెకోంతకిరుల్లా నిన్నిలాయిన్నా—

5. ఇతువరరధదతింగాంతిమితంరదల్ల
యలు 4 కింలదతుతు 10,000/రంగ్లనన్న సంక్షి
కువతిమాతిలువలాతా-దళిరంయలు గ్నరక్షేలు
క్తినితిలువశీకరక్షోసిలుగళ్ళ నన్న చేళాదితికింయుళ్ళమా
తలాంయిన్నా——

1 రధగళ్ళరంక్షోతిమితంరదల్ల సించే 12-10-2018
లున్నతేదధమాదశుగళ్ళ చాలంచిందన్న క్షీ నాతిళ్ళో
కీలతే సిం క్నళిమేంటిన వరిలియుంవ గమనిన వ
సేలతే సిం క్నళిమేంటిన వరిలియుంవ గమనిన వ
నుగ్రకోల్చుంతేకింతయుబరుచువిల్లా. రదళోళ్ళ
వవుభరు వయోధ్రిలాళోదలనోళాంవదళ్ళ
నతియుభేకాంగిరిలుక్కే— అదిల్లాచింయుంచ
రిక్షోణియుంనతదిల్లా. సించేనతతిలువకింలు
నైజమన్యత్తిశరంళిల్లా.
గాంతిగ్రదకింలనళ్ళిధదకింయుంగాగళ్ళిల్లాగళ్ళో
యుంతళ్ళియుబరుతిలువగళ 28-10-9 కోచలనన్ను
మింతకింగిరియు చేయబరిందా జాదేలుతనుపు
దిల్లా. ఈవేబులనన్ను తి.వి.తబ్బిబె లాంటి

ఓం
అందరూ శాంతంగా ఈ చోటనే
ఉండి ఇచ్చట ఉన్న వారందరూ ఈ మంత్రం
వింటూ ఉండండి అందరూ ఇక్కడే
ఉండాలి ఎవరూ వెళ్ళకూడదు
ఈ ఆజ్ఞలు ఎవరు ఉల్లంఘించినా
వారికి ఆపద కలుగుతుంది
అంతే —

G. V. Rama Rao
19-2-22

Xerox Copy.
G. Rama Rao
Conveyer
19-2-22

Correspondence ending with order

No. Nc 184/21-22 dated 26/28 th September 1921 from the Sub Division, Officer ament the axles put to the big car of "Spee Speedcastle wood wani"

It is worthwhile to remember the following axioms in connection with this important subject:— 1) That big car had always been and should always be built by men with the aid of levers put to it at the iron wheels.

(2) The weights of this big car is laid on the axles by means of several iron holding down bars directly inserted into them. (3) The thin web of iron "girders" can not directly hold down in this manner iron holding bars which are the connecting links between the car and the axles, the frame work (wooden) of the car is thrown off as a consequence to the ground, undoubtedly liable to frequent unmeasurable [illegible] it consequent on the [illegible] third wheels and [illegible] made pulling car by a [illegible] collect at the time [illegible] gratuitous [illegible]

for carrying weight eg. in buildings or bridges and by its make with a "Thin web" is quite unsuited for an axle which has to serve a double purpose viz. weight carrying during a rotatory motion (5) Any kind of axle (whether of wood or steel or iron) put to the car should be such as will securly hold down the connecting iron bars, directly in it. A thin web girder is not such a one as would serve this purpose – (6) to counteract therefore the mistake of having used girders as axles without a proper thought, it became necessary, when the frame work broke and the huge casting down broadside, at full speed, and went out of plumb where the power was applied to the so called "axles", to join the rear and hind wheels by means of hickory wooden poles and by other fastenings and bandages – a course which strengthened the wheels and axles and necessarily involved a greater number of men to pull the car, than would actually be needed under ordinary circumstances. The danger of the frame work even with fish joints and patches cannot be overlooked and when such danger occurs the bars do not necessarily go out of plumb (7) when danger occurs and when once the people collected

at the beginning have to give us building for an

unnecessary

maintained here, it will not be right to allow
utilities to pass, as, for instance, in the case of
water, gas, or telephone lines, through such
thoroughfares. Therefore, the Planning Commission
(8) Mr. Smith's request to maintain a dwelling
carriage house is unacceptable because
there is no garage. However, we do
realize that there are times when we
have heard that "girding" and "axle"
"axles" are used interchangeably. For
example, when the wheels of a dining car
dispense appropriate bars with the
of holding down the car wheels to
the car, and the axle. We have heard
dispense steel axles being inserted
standing ones - and we agree with
framework to build the 20 unit
(9) A fortiori it is for several reasons quite
inexpedient, and we do not wish to
use a girder as an axle for a car
might seem trivial to
denote like an axle
used in a
yet however
most liberal
workmanship
brand
employees. Under

opinion are also worth consideration (Vide the opinion of the Dharmadarsies submitted herewith)

"True copy"

Sd/- K.K. Venkataswami Iyer,

Amildar

Ref: [illegible] of
Sri Sri Ganeshavarnaswami Temple

should have nothing to do with it.

4. It must be made clear to them that no Coolies are engaged now to pull the car; a large number of devotees collect at the spot at the time and it is there mean that ~~voluntarily~~ Voluntarily undertake to pull the car, that when they so undertake they will leave the situation, to pull the car so long as there will be no hindrance or accident; but when there is any hindrance or accident and time is taken to rectify the same, - the men collected stop there and the crowd disperses and that when once the crowd disperses it will be easy to collect it again with the consequence that the journey becomes difficult.

The D.C. in Puri should also be made to understand that there is no law to confine the crowd and force them to stop until the repairs are over, nor is it possible to confine the crowd by force.

I remain, Dear Sir,

Yours faithfully,

C. Rajagopalachari

Office of the Deputy Commissioner,
Mysore District,
Dated, Mysore 3rd February 1922.

From
P. F. Bowring, Esquire,
Deputy Commissioner,
Mysore District.

To
S. Cadamby, Esq; B.A. L:C.E.,
Chief Engineer in Mysore,
Bangalore.

Sir,

In inviting reference to Huzoor Secretary's letter No. 2894-Muz. 523-20-6 dated 13th November 1921 addressed to you (a copy of which has been received by me) regarding the Nanjangud Temple Car, I have the honour to state that the Amildar of Nanjangud Taluk reports in his No. 142 dated 26th January 1922 that nothing has been done till now by the public works department, to put the Car in running order. The Jatra is fast approaching and it has become a

a matter of great anxiety to the local officers.

2. The Amildar reports that if the present axles (giders) be put to it with a casing as last year, there is very likelihood of trouble arising as before in dragging the car. I forward the Amildar's report in original received with the Sub division officer's Memo No. R.O.C. 970-21-22 dated 27th January 1922 for your information with the request that you will be so good as to cause immediate needful steps being taken to have the cars put in order in time.

3. On enquiry made of the Executive Engineer, Mysore division as to how much money was spent on repairs to the big car last year out of the Sanctioned allotment of Rs. 10,000/-, I was surprised to hear from him that a sum of Rs. 9828-10-1 has been spent up to date on the repairs and still the cars are not put in order and the whole affair is most unsatisfactory.

I have the honour to be, sir
your most obedient servant,
Sd/- P. F Bowring.
Deputy Commissioner, Mysore District.

Ref. Memo 547. - 1 as

R.O.C. 1/21-22

Memo.

Copy of the above is forwarded to the Sub Division officer, Nanjangud for information with reference to the Correspondence ending with his report No. R.O.C-970. - 21-22 dated 27th January 1922.

Sd/- P F. Borrow
Deputy Commissioner,
Mysore District

N.M. on
O.C 970/21-22

forwarded to the Amildar Nanjangud for information

Sd/- B. Ramaswamaiah
S.D.O

1/2/22

F/S
Recd 2/2

L. H. No. 547/20-21 dt. 3-2-22 to the Chief Engineer a copy of which is annexed hereto for Kind ready reference

3 As matters now stand nearly the whole of the Sanctioned amount Rs. 10,000 has already been spent for two iron girder axles which are not only unsuited but also unsafe, and for four wheels to the big car and for certain sundry repairs and two more wheels to the other cars. All the four cars are still left as unsuitable and risky as they were before. It is a serious question as to whether the cars may safely be assigned in their present condition during the ensuing year which ends on the 1st week of April, 1922

The Municipality is quite unable to bear this cost and provide extra funds for the thorough restoration of the cars. It was expected that within this

amount

all the cars would be [illegible] repaired and removed [illegible] has now been [illegible] the Mysore Superintendent [illegible] and Secretary to Government [illegible] personally from the cars, and the work now done to them [illegible] and it is therefore hoped that as the several officers here now given their own views in the matter, he will in his turn be so good as to express to his own personal views of the work done and recommended to Government the writing off of the outlay now incurred for the work done and its being adjusted either from provincial funds or from general savings in the P. W. Budget allotment, so that with the loan of Rs. 10,000 sanctioned the temple authorities may if left to themselves arrange to have the cars repaired &

on their own supervision

Coley
Kuhlen
Ass

To

The Chief Engineer in Mysore

Sir,

I am directed to invite reference to letter No. Ref.C.547 of 20-21 dated 4th February 1922 addressed to you by the Deputy Commissioner, Mysore District, regarding the repairs required to the car of the Nanjungud temple and to request you to be so good as to direct the Superintending Engineer to make a joint inspection of the cars with the Deputy Commissioner and to decide upon the work that should immediately to be ~~attended to~~ got done and to issue the necessary instructions to the Executive Engineer, Mysore Division, to complete the same in time before the next Rathotsava.

2. The action taken may kindly be intimated for the information of Government.

I have the honour etc.

14/2/22

Secretary to Government,

Muzrai Department.

GKV

To

The Deputy Commissioner,

Mysore District.

Sir,

With reference to your Memo No.547 dated 4th February 1922, I am directed to state that the Chief Engineer has been asked to instruct the Superintending Engineer to make a joint inspection of the Cars with you and to decide upon the work that should be immediately attended to and to issue necessary instructions to the Ex. Engineer to complete the same in time before the next Rathotsava.

I have etc.,

14/2/22

Secretary to Government,

Muzrai Department.

19.2.22

14/2

GKV

Letter No: 77 dated 9-2-22 from No: 4 Sub Division, Gundalpet to the Ex Division, Mysore.

---o:0:o---

With reference to your No: 887 dated 22nd December 1921, forwarding correspondence ending with Muzrai Secretary's letter No: 2894/M.523-206 dated 13th December 1921 to the Chief Engineer of Mysore and calling for a detail report, I have the honor to submit herewith copy of Sub Overseer, G.Venkatesa Rao's report who is in immediate charge of the repairs to the cars for information and necessary orders.

The Sub Overseer's report is exhaustive and self explanatory. When the estimates were submitted in December 1919, the condition of the several cars was clearly stated in the report and the necessity for constructing new cars was also proved. But Government were pleased to sanction only the repair estimate. The cars belonging to the Sri Srikanteswaraswamy's Temple are said to have been built several decades ago and have now no life at all in them and any repairs that are carried out year after year are only palliative. The repairs to the cars are in progress from the year 1917 and the cost thereof has amounted to roughly Rs 13,000/- and these are by no means complete.

As already stated the cars are very old and are not fit for any use, Unless, all the parts are detached and examined minutely no estimate framed can be correct, the nature of the work requires only skilled labour.

This year the car festival is to come off early in April. The cars in their present condition cannot be certified to be in good order and hence will not be fit for action, unless the following repairs are done at once.

1. Repairing and fixing (new) the front two wheels of Ammanavara Ratha.
2. Repairing and fixing new all the four wheels of Chandikeswara Ratha.
3. Repairing and fixing new the two wheels of the Powrnavamy Ratha.
4. Removing and resetting the front axle of Swamy Ratha and inserting ulabalais.

The above repairs may roughly cost Rs 3000/-. Even after effecting the above repairs, the condition of cars cannot be guaranteed, as the superstructures are so ricketty that there is no knowing as to what might happen.

There is no ~~money~~ money left for carrying out the above repairs. Immediate orders may kindly be issued if the above works may be undertaken pending sanction to the estimate which will be submitted in due course. As the repairs are to be completed before the end of March, immediate arrangements may kindly be made to obtain necessary funds Otherwise it will not be possible to do anything.

No: 29/13 Mysore, dated ~~11th~~ 13th February 1922.

Copy of the above together with its enclosure is forwarded, with compliments, to the Deputy Commissioner, Mysore District, for favor of information.

Unless the cars are thoroughly and completely repaired, as already intimated in this office No: 360 dated 9-12-21, it will be risky to use them during the procession.

Executive Engineer,
Mysore Division.

VSR.

In obedience to the above, I beg to report that the estimate was submitted in November 1919 for repairing the cars which was got sanctioned by the Government in December 20 just before 3 months of the then ensuing Jatra, and there was hardly enough of time to get the required seasoned wood of very unusual ---- dimensions and to get skilled labour in time to have the cars repaired for the safe conduction of the Cars' procession. The car is of a huge dimension built long ago and the whole structure is very badly deteriorated for want of proper secure in time. Swamy Ratha requires not less than 1600 feet of clear length of sound coir rope to have the car gently drawn. With the help of the levers working on to hind wheels which is intended only to be in action to have the car started when it is at a still. Before the car was drawn it was intimated to the concerned local officer to have the ropes of the Ammanavara Ratham untied and added on to Swamy Ratha as to have it drawn simultaneously with that of the latter. The former was not in action for want of people, and to give enough of length to the latter, but instead of doing the needful added on preaching to the devotees and the draggers by that the car was tightened by the D.P.W. and any attempts made for dragging the same would of no use, and simply have the ropes held in their hands and to pretend as if they would actually draw the car. The procession was started at about 7-30 A.M. or so and the axle got tilted at about 8.15 A.M. just at the turning which is cardialy due to for want of enough of rope for a front pull; proper lubrication to the newly fitted axle and the wheels, they did not even attempt to have that shortest and rotten rope --- wetted a day before the procession to avoid danger to persons falling over the other by a sudden break of the rotten rope when it was in action just as it was evidently happened twice at the beginning of the drought. Even that shortest length the car had to be led solely by the help of the hind levers which give sudden jerks and twisting to the whole massive body adding superfluous horizontal weight over the front axle due to its own vertical pressure plus the whole front pulling pressure for want of sufficient length of sound rope tied to both the front and the rear axles and have an equal distribu-
tion

distribution and transmit of preásure on both the axles. In case if there were any weakness in the axles to withstand the preásure as the whole massive body is resting equally on both the axles and the verticle preásure and ~~xix~~ weight is equally distributed o the two axles, one of them would have been given at the weakest point, but on the contrary the front axle was twisted which is entirely due to the horizontal preásure of the front pull and the lever which could have easily avoided if the authorities concerned had taken proper caution to have the wheels lubricated and added on sufficient length of rope to have strong connection between the two axles and enough of clear length. For the front pull no ~~kkkkkng~~ twisting would have happened and the procession would have been completed without any unpleasentness which is entirely due to for want of co-operation with the brethern officers of each Department. It was not a very long time before the axle was set right- light and had the car ready to be drawn which could easily have been attended to, but for the above said reasons as it was not more than 10-30 A.M. or so, the time when any other big jatras are being conducted in the Province and elsewhere. The car was led t the " Dupada" pit hole in the afternoon not by the stiff bracings but by the wrong application of the ' Godama' which was agin jack up and set right by the Department. It is only after the inspec of the car by the Deputy Commissioner and his stringent orders to have the car tried as it was on the next morning when the ropes of the Ammanavara Ratha were untied and added on ~~an~~ to the Swamy Rath which was safelt drawn to the destination in two hours explaining clearly to the public where the defect was. With regard to the repairs of the other cars, the Vigneswara Ratha and the Chandi-keswara Ratha are very badly deteriorrated, and the wood in entire almost dead, and what all the repairs done to these cars are noth-ing but shelling out moneys into water. It would be advisable to go in for the new cars as already reported in December 19 and esti mate submitted for sanction instead of wasting moneys year by year and having the estimate swelled out by annual repairs. This is one of renowned Siva Temple in Southern India situated on the

nostril

nostril of the Kapila and the Gundlu rivers and will be flooded during the major portion of the year by a floating population from abroad yielding a portion of the income to the Railways, state fund and to the Municipality. Hence it is desirable to allot a portion of the State Fund and the Municipal Revenue ~~xx~~ if possible, to the upkeep of the repairs of the Temple and the cars.

Sd/ B.Venkatesa Rao,
Sub Overseer,

"COPY"

Sd/ P.Subba Rao,

Assistant Engineer,
No: 4 Sub Division.

::::::::::::::

"COPY"

Executive Engineer,
Mysore Division.

VSR.

101

To

The Chief Engineer of Mysore

4774

3-3-22

Sir,

In continuation of this office letters No.3874 dated 13th December 1921, 4572 dated 20th February 1922 and 4679 dated 23rd February 1922, regarding the repairs to the cars of the Nanjungud Dêvê temple, I am directed to observe that, if as stated by the Deputy Commissioner the car continues to be in an unsound condition, notwithstanding that an expenditure of Rs.9,828-10-9 has been incurred up-to-date on the improvement the matter requires a searching enquiry and I am to request that you will be so good as to hold it and submit a detailed report to Government at early date.

It is presumed that necessary action is being taken for conducting with safety the next car procession which commences on 7th April 1922.

Recd 7.3.22

I have the honor to be,

etc.

Sd/- 27/2/22

Secretary to Government,
Muzrai Department.
Superintendent.

27/2

GMV

GBPM—1,000—18.1.18

D.O. No. 623

Public Works Secretariat,

Bangalore, 4th March 1922.

Dear Sir,

No 4679

I am in receipt of your letter dated 23rd February 1922 in the matter of repairs to temple cars at Nanjangud. During my inspection on the 24th February 1922, I had been to Nanjangud. I examined the cars in company with the ---- Superintending Engineer, Executive Engineer and the Amildar of Nanjangud and have issued instructions for carrying out the necessary strengthening works immediately-

An abstract from my inspection notes on the subject is reproduced overleaf for your information.

Yours sincerely,

To

T.E. Jayarama Iyer, Esq., B.A.,B.L.,

Muzrai Secretary to Government, Bangalore.

EXTRACT from the INSPECTION NOTES OF THE ~~CHIEF~~ CHIEF ENGINEER OF MYSORE DURING ------ FEBRUARY 1922.

x x x x

TEMPLE CARS AT NANJANGUD

SRI SRIKANTESWARA RATHA. An estimate amounting to ₹ 10,000/- is under operation. The outlay incurred on the ------ repairs of five cars so far, is ₹ 9,800. The old wooden axles of the main car ---- had developed serious cracks and were --- considered risky. As suitable matti --- wood beams of the necessary length (24 feet) and girth could not be secured, the cracked wooden axles were replaced by rolled steel girders. These have --- further been encased in wooden segmental scantlings held in position by iron ----- straps. But the connection of the ----- vertical iron bars of the superstructure to the axles has not been satisfactorily completed. In fact, unlike in the case of the old wooden axles there is no ----- rigid connection between the girder axle and the vertical iron bars. On this --- account, the pull on the axles is not --- directly transmitted to the superstruc--ture, which consequently lags behind --- when the wheels are first set in motion. To prevent this relative motion between the girder and iron bars, instructions --- were given about 6 months ago suggesting remedial measures to be adopted by using special clamps, etc. The Executive Engineer, --- Mysore Division was then present. It is unsatisfactory to note that no action has been taken in this connection yet ----

nor has any endeavour been made to carry out strengthening works, though the car-festival-day is fast approaching. --- Personal instructions have now been ---- issued in the matter of making the connection rigid by using two Madras rails on either sides of the girders with ---- suitable wooden packing piece between -- and stout 2" bolts and nuts. Detailed instructions have also been given re: the precautions to be taken in completing the joint. The Superintending and the Executive Engineers will please see that the work is put in hand at once and completed well in time before the car -- festival day. After the work as per above is carried out, there should be -- no complaint nor any risk in using the car this year-

ANNANAVARA RATHA.

An axle beam has developed a ----- surface crack. It does not seem to ---- extend far inwards and consequently no danger is apprehended. Further enlargement of the crack should, however, be ----- checked by encasing it in wooden planks on two sides at least and held in ------- position tightly by means of iron straps and strong bolts and nuts. The edges of the wheel planks have worn away ------ unevenly. These should be replaced by sound scantlings to allow of smooth ----- rolling-

VIGNESWARASWAMI RATHA.

CHANDIKESWARSWAMI RATHA.

POURNAVAMI RATHA.

The body superstructure of these cars has become shaky. The usual ----- strengthening works should be carried -- out before the cars are used in the ---- festival. The attention of the temple authorities may be invited in this ----- connection-

Sd/-. S. CADAMBI,
CHIEF ENGINEER OF MYSORE.

T.R.S.

"True extract".

Assistant Secretary to Government,
Public Works Department.

WD 1378—GPB—5,000—25 1 22

No. B. 6053

MYSORE PUBLIC WORKS DEPARTMENT,
CENTRAL OFFICE,
Dated Bangalore., 7th MARCH 1922.

10/3/22

3842-

4-22

623-20

12

FROM

S. CADAMBI, ESQ.,
Chief Engineer of Mysore, Bangalore.

To

T. E. Jayarama Iyer, Esq., B.A., B.L.,
Secretary to the Government of Mysore,
Muzrai Department, Bangalore.

SIR,

With reference to correspondence ending with this office D.O.letter No.623 dated 6th March 1922 in re to the repairs to the temple cars at Nanjangud, I have the honour to inform you that a joint inspection of the cars was made by the Superintending Engineer with the Deputy Commissioner, Mysore, on the 27th February 192 The necessary strengthening works are under progress in accordance with my instructions issued at spot on the 24th February. After these works are carried out, no risk need be apprehended in using the cars this year. The Deputy Commissioner is also reported to have agreed to arrange for getting sufficient number of people to pull the car on the festival day.

2. A statement showing the expenditure incurred on the repairs of the various cars so far is also enclosed for information.

I have the honour to be,
Sir,
Your most obedient servant,

S. Cadambi
Chief Engineer of Mysore.

J.R.9th

G. R. S. VI—G/32]

SUBJECT.....

.....

.....

Diary No. of letter replied to——————

Section Mu3
File No. 523-20
Serial No. 13

neral and Revenue Secretariat
( )
, *the* 191 .

No.

Date of issue 18-3-22

Signed by

To The Chief Engineer & Resident

Sir,

With reference to your Letter No. B 6653 dt 9th March 1922, I am directed to request you will be so good as to furnish details of up to date expenditure incurred for repairing the Cars of the Nanjangud Electric ~~of to date~~ together with the detailed report called for in this office Letter No. 4774 dt 3.3.1922 on No. 523-20-10

Yours faithfully,
Secretary.

Ack 16/3

over.

Ack 16/3

Done 7/E one Statement 5-23-20-17

Public Works Secretariat,

Bangalore, 5th July 1922.

Dear Sir,

With reference to your D.O. letter No.6703 dated 1st June 1922 re expenditure incurred on the cars in the Nanjangud temple, I herewith forward for information a copy of the statement showing the outlay incurred for repairs on the main (Swamy) car at Nanjangud. The total expenditure so far is Rs 6,701-

The outlay incurred on the other cars,viz., Pournami car (Rs 444-11-0), Vigneswara (Rs 413-15-0), Chandikeswaraswami(Rs 597-12-0) and Ammanavaru - - - (Rs 923-8-0) is small. If details for these are required they will be obtained from the Executive Engineer and forwarded-

As regards the report called for in your letter No.4774/Muz.523-20-10 dated 3rd March 1922, kind reference is invited to this office D.O. letter No.623

dated 6th March 1922 wherein the matter has been disposed of.

Yours sincerely,

The Superintendent,

Muzrai Department.

Statement showing the quantity of work sanctioned and executed for the main (Swamy) car at Nanjangud.

	Wood work			Iron work			Labour	Sundries.	Contingencies	Total	Remarks.
	Q	R	Cost	Q	R.	C.					
Sanctioned estimate for wheels	705										
	94.5	4	3100	9.43	40	377		205	189	3,969	
	for wheels 799.5										
Executed Work	27.25					328					
	700.--					1202	125	668 @			@ Includes Rs.140/- paid through the Amildar for repairing the wheels.
	56.--	4	2940			1099 *		319		6701	* Represents the cost of 2,18"7" rolled steel beams.
	(Old Work)										¢ Out of this 151/- the ~~funds~~ adjustments, for ~~the~~ old materials etc.

Out of this work done before 1920
Wood work 100.00 - 292/-)
Iron work 328/-)Total Rs.939/-
Labour 319/-)

G. R. S. VI—G/32]

SUBJECT.....

.....

.....

*Diary No. of letter replied to*_____

General and Revenue Secretariat

( )

, the *191* .

Date of issue_____

Signed by_____

Section Misc

File No. 5

Serial No

No. 683/8/61

To The Chief Executive Officer

Sir,

With reference to your letter No. 7/37 5th Mch Cy 22, regarding the expenditure incurred for the repairs to the Canoe of Ranjungad temple, I am directed to request that details of outlay incurred in respect of the smaller Canoe may be obtained from the Executive

over.

Enquiries as to the
for the information of
Govt

List of enclosures.

Copied by

Examined by

From — 9550

The Chief Engineer of Mysore,

B.1506 BANGALORE.

—ic.

SECRET SECTION 22-2-23 Dated 21st Aug 1922

To MUZRAI 1288 22-19

The Secretary to Government,

Revenue Department, Bangalore.

Sir,

With reference to your letter No.686/Luz.523-20-15 dated the 10th August 1922, I have the honour to inform you that details of the outlay incurred in respect of the smaller cars at Narjargud have been called for from the Superintending Engineer, Western Circle, and will be --- furnished on receipt.

I have the honour to be,

Sir,

Your most obedient servant,

M Narasimhaiya

CHIEF ENGINEER OF MYSORE.

A.N/19th.

WD 1378—GPB—5,000—25-1-22

No. B. — MYSORE PUBLIC WORKS DEPARTMENT,
CENTRAL OFFICE,

Dated Bangalore.....September..... *192* 2.

FROM H. D. Rice, Esq.,
Chief Engineer of Mysore, for Roads and Buildings, Bangalore.

To

T. E. Jayarama Iyer, Esq., B.A., B.L.,
Secretary to the Government of Mysore,
Revenue Department, Bangalore.

SIR,

With reference to your letter No.5064/Muz.523-20-13 dated the 18th March 1922, I have the honour to forward herewith, for favour of sanction, a revised estimate amounting to Rs 13,290/- for repairing the cars of Sri Srikanteswaraswami Temple at Nanjangud-

2. The report of the Executive Engineer attached to the estimate explains the necessity for the submission of the revised estimate and the excesses and savings under the several sub-heads are noted in the comparative statement with reasons for each-

3. Government in their Order No.P.W.574-8/B.2240-4 dated the 13th September 1922 (copy enclosed), have taken disciplinary measures in regard to the trouble caused in pulling the main car during the festival held in April 1922-

The report referred to in para 6 of the above order will be submitted in due course-

4. The estimate for the repairs to the cars sanctioned for Rs 9,900/- in G.O. No.1539-42/Muz.217-19-22 of the 4th November 1920

may be kindly cancelled-

I have the honour to be,

Sir,

Your most obedient servant,

CHIEF ENGINEER OF MYSORE
FOR ROADS AND BUILDINGS.

T.R.S./23-9.

Enclosures:
Original Estimate
Revised Estimate
Abstract
Comparative Statement

G n S (733]

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

No 6 Miscellaneous

To Mrs B 2-3-20-21
" 12-11-22
The Inspector Genl
of Forests
Mysore

Sir,

I am directed to forward herewith (in original) the Correspondence ending with letter No. B-78 dated the 25th September 1922 of the Superintendent of Sandalwood Stations accounting for Rs 13,290 for repairing the roof of the Sri Prasanna Venkatesvara Swami temple at Nanjangud, and to request that you will be good enough to favour this office with your opinion in the matter.

I have &c
Under Secy

8/10/22

To The Chief Engineer for Roads & Buildings

Recd 9-10-22

2 I am to request that if you are of opinion that the estimate should be sanctioned, you may be kindly given an intimation the temple Committee of funds to meet the charge & also for what source it can be met.

The enclosure may please be returned with your reply.

WD 2230—GPB—J 00,000—23 7 20

Office of the Mutual Commissioner in Mysore.

Dated, Bangalore, the 10th November 1922.

1181

523-20-22

M.R. Srinivasaiyangar, Esq., B.A.,

Mutual Commissioner in Mysore.

To

The Secretary to Government

of His Highness the Maharaja of Mysore,

Revenue Department.

Sir,

With reference to your letter No.1664/P.W.523-20-21 dated 2nd November 1922 forwarding for my opinion the original correspondence received from the Chief Engineer regarding the repairs to the cars of the Sri Srikanteswaraswami temple at Nanjangud, I have the honor to state that the way in which the matter has been handled by the Public Works Department so far does not seem to be quite satisfactory, in as much as the present report of the Executive Engineer goes to show that the estimates for Rs.9,900/- sanctioned in Government Proceedings No. 1539-42/P.W.217-19-22 dated 4th December 1920 had not been prepared with sufficient care.

2. Before according sanction to the revised estimate for Rs.13,290/- now sent up by the Public Works Department, it seems necessary to get an assurance from that Department to the effect that there will be no more material revision of the estimates and that after the works are carried out according to the estimates, the cars will be in a fit and safe condition for use for at least some years (say about 10 years), the Executive Engineer or some other particular officer of the Department being held personally responsible for this. I am of opinion that subject to the above conditions, the revised estimate for Rs.13,290/- may be sanctioned.

3. As regards the source from which the additional cost has to be met, I beg to state that according to Comptroller's books, a sum of Rs.17,525-11-11 was available at the credit of the temple on 30th June 1922 and an expenditure totalling Rs.6,903/- as per details in the

the *margin has already been sanctioned by Government.

Acquisition of houses 5,600/- Repairs to Vimana Kalasa 3,303/-	An estimate costing about Rs.3,000/- for executing certain items of urgent repairs etc., is under consideration and provision therefor has to be made. This leaves a balance of Rs.5,622-11-11 and the additional cost of the revised estimate may therefore be met from this savings.

4. The enclosures to your letter are returned.

I have the honor to be,

S i r,

Your most obedient servant,

Muzrai Commissioner.

D.N.

Office of the Muzrai Commissioner

in Mysore,

Dated, Bangalore, the 17th November 1922.

From

1182

K.R. Srinivasiengar, Esq., B.A.,

Muzrai Commissioner in Mysore. 22-23

523-20-23

To

The Secretary to Government

of His Highness the Maharaja of Mysore,

Revenue Department.

Sir,

In continuation of my letter C.No.670 dated 17th November 1922 regarding the repairs to the cars belonging to the Sri Srikanteswaraswami temple at Nanjangud, I have the honor to forward herewith copy of letter Ref.C.No.300/22-23 dated 10th November 1922 received from the Deputy Commissioner, Mysore District, and to request that the Chief Engineer for Roads and Buildings may be asked to issue strict instructions to the Executive Engineer, Mysore Division, to see that the work is completed by the end of February next at the latest.

2 A copy of the Chief Engineer's notes of inspection -- received with his memo No.E.932 dated 14th November 1922 is also enclosed for the information of Government.

I have the honor to be,

S i r,

Your most obedient servant,

Muzrai Commissioner.

D.F.

Letter No.Ref.C.300/22-23 dated 10th November 1922, from the Deputy Commissioner, Mysore District, to the Muzrai Commissioner:-

---

"I have the honor to state that Dowda Jatra at Nanjangud is to come off about the end of March next. The car is still unfit for use in spite of a heavy outlay of nearly Rs.10,000/- made on its repairs last year and the year before last. The work was entrusted to the Public Works Department. Nothing seems to have been done by them yet, to put the car in working order. We have hardly four months before us. Unless the work is put in hand immediately under competent technical supervision, there is little prospect of getting through the next Car Procession smoothly.

I therefore request you to kindly move the Public Works authorities to pay their immediate attention to the matter so that the work may be put in hand at once and finished well in advance for the next Jatra."

"Copy".

for Muzrai Commissioner.

D.N.

.\ 50 Bated, Bangalore, 14th November 1922

From

The Chief Engineer of Mysore,
for Road and buildings, Bangalore.

To

The Executive Engineer,
Mysore Division, Mysore.

NANJANGUD TEMPLE CARS.

Executive Engineer's Memo No.1402 dated 6th November 1922.

Referring to the above, has the honor to inform the Executive Engineer that as per instructions issued on the spot during inspection of the temple cars at Nanjangud on the 8th instant the main cars ~~at~~ should be jacked up and the four wheels detached and sent to the Superintendent, Chamarajendra Technical Institute, Mysore, for needful immediately.

2. The result of enquiries regarding the required wood should be reported at once. In case new wood is not available, repairs should be carried out by utilising the present wood work alone, there is not much time and there is no use in wasting any in futile search for new wood.

3. The iron plates ordered from Bombay should be arranged to be sent on to the Superintendent, Chamarajendra Technical Institute, immediately on receipt.

4. The repair works on the other cars may be started on receipt of sanction to the estimate.

Sd- H.D. Rice,
Chief Engineer of Mysore
for Roads and buildings.

No.B.932 dated, Bangalore, 14th November 1922.

Copy of the above is forwarded with compliments, to the Muzrai Commissioner in Mysore, for information.

Sd. H.D. Rice,
Chief Engineer for Mysore
for Roads and Buildings.

"Copy"

D.N. For Muzrai Commissioner. 17/11/22

22631

sanction of Government to the revised estimate is received.

Sd/-. H. D. Rice,

CHIEF ENGINEER OF MYSORE
FOR ROADS AND BUILDINGS.

No. 1135 Dated Camp. Shimoga, 24 November 1922.

Copy of the foregoing is forwarded, with compliments, to the Secretary to Government, Revenue Department, for favour of communicating early sanction to the revised estimate with --- allotment of funds, forwarded with this office No. 678 dated 28/9/22 to enable regularising the expenditure.

CHIEF ENGINEER OF MYSORE
FOR ROADS AND BUILDINGS.

T.R.S./20-11.

S. E. A.

22/11/22

WD—1378—GPB—7,000—21-1-22

1922.

From

THE CHIEF ENGINEER OF MYSORE,
for Roads and Buildings,
BANGALORE.

To

The Executive Engineer,
Mysore Division.

Camp.Shimoga, 2/12 Novr: 22
Dated ~~Bangalore~~.

Despatched

Received

General No. ~~PXX~~ 1134
No.

Enclosure No.

Payment of balance amount for repairs to the Nanjangud Carrs carried out up to February 1922.

Referring to his D.O. letter No.299 dated 11th November 1922 on subject, has the honour to inform Executive Engineer that the revised estimate has been forwarded to the Revenue Secretary with this office No. 278 dated 28/9/22 for sanction. As it will not be poss to delay payment to the contractor for works done any longer, the --- Executive Engineer is authorised to make payments at the rates at which the contractor undertook the work from State Funds keeping the item under suspense head until formal

22013

99

No.

OFFICE OF THE DEPUTY COMMISSIONER,
MYSORE DISTRICT,

Dated, Mysore, ... 9th November 1922.~~192~~

12 NOV 192

From

P.F. Bowring, Esq.,

Deputy Commissioner, Mysore District

To

T.E. Jayarama Iyer, Esq., B.A., B.L.,

Secretary to the Government of His Highness
the Maharaja of Mysore, Bangalore
Revenue Department.

SIR,

With reference to G.O. No.1039-42/Muz. 217-19-22 dated 14th November 1920 sanctioning a loan of Rupees 10,000/- to the Nanjangud Temple for its Car Repair, from the Chamarajanagar Temple Funds, repayable by 20 equal annual instalments, I have the honor to state that the Comptroller to Government, in his Memorandum No.479/TADB dated 30th August 1922, enquired whether the 1st instalment of the loan which fell due during December 1921 was realised and credited to the Funds of the Sri Chamarajeswara Temple at Chamarajanagar. ~~xxxxxx~~ I replied him in the negative.

2. The Loan sanctioned was placed at the disposal of the Public Works Department for meeting the repairing charges of the Nanjangud Temple Car. The work done by them being unsatisfactory and the Car not being in working order, inspite of the heavy outlay of Rs.10,000/-, the Dharmadarsees of the Temple and the local officers, are not willing to pay this amount from the Temple Funds. They want me to recommend Government to adjust the loan either

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19 ??

From The Deputy Commissioner
Mysore Dt

To The Secretary
to the Government of
Mysore, Revenue Depa.
-rtment, Bangalore

Dated

Despatched

Received

General No.

No.

Enclosure No.

Subject

Submits a report re: the repayment of the loan of Rs 10000/- Sanctioned for the repairs to the Car of the Nanja.
-gud Temple.

It is seen from the File Register that the connected file has been forwarded to the Muzrai Commr for his opinion in the matter of repairing the cars of the Nanjangud temple and also, pointing out the source from which the cost has to be met. A copy of this D.C.'s letter is learnt to have been read by the Muzrai Commr.

Submitted for orders.

MBN. 15.11.22

If approved, the Muzrai Comr's communication in the matter will be acquitted.

SD 15/11/22

15/11/22

either from the State Funds or from the general Savings in the D.P.W. Budget Allotment.

3. I have asked the Public Works authorities to furnish me with a statement in detail of the amounts spent by them on this work, and it has not been received yet. On receipt it will be placed before the Dharmadarsees of the Temple, and if the expenditure incurred by the Department of Public Works should be passed by the Committee, arrangements will then be made for the adjustment of the Loan from the Temple Funds.

If further expenditure is necessary to repair the CAR it is submitted, that the whole of the further expenditure must be borne by the Public Works Department or a State Grant.

It is owing to this unsatisfactory state of affairs that no repayment has been made yet.

I have the honor to be,

Sir,

Your most obedient servant,

DEPUTY COMMISSIONER,

Mysore District.

G.R.S.V.I.G. 34]

SUBJECT Sanction of revised estimate for Rs. 13,200/- for repairs of the cave of the Sri Kantesvaraswami temple at Nanjangud

Diary No. of letter replied to 1148 422-23.

Section

File No.

Serial No.

General and Revenue Secretariat

( )

, the 192

Proceedings of the Government of His Highness the Maharaja of Mysore.

Date of issue.....

Signed by.....

Read— Govt. Procg. No. 1539-44 Mny. 217-19-22 d. 4.11.20, sanctioning an estimate for Rs. 9900/- for repairing the ~~the~~ cave belonging to the Sri Srikanteswaraswami temple at Nanjangud.

Order Thereon No.

2. Correspondence ending with letter No. B. 78 dated 25th Sept. 1922 from the Chief Engineer (Roads & Buildings) in Mysore (Secy)

May this be

i Printed ?

ii treated as a standing order ?

iii published in the Gazette, English Part ?

iv translated ?

v placed at the disposal of the press ?

vi published in the Gazette, Kannada Part ?

Commanding for sanction a revised estimate amounting to Rs. 13,290/- for the above work, and stating that it (during the progress of the work) was found necessary to replace the old wooden axles of the cars by iron girders ~~wi~~ in order to prevent accidents to the ~~temple~~ cars in question during processions & can festivals, that the best and most experienced men had to be employed to get the work completed in time for the Rathothsava of ~~this important~~ the temple, and that some additional repairs not provided for in the sanctioned estimate had to be carried out to secure the safety of the cars during the car festival of 1922.

List of enclosures.

Correspondence ending with Letter No. 670 of 22-23 dated the 17th Nov. 22 from the Murrai Comr in regard stating that the revised estimate for Rs 13290 may be sanctioned on certain conditions.

Yes -

Order

Govt are pleased to sanction the Estimate for Rs 13,290/, the charge being

G R 5 27]

GENERAL AND REVENUE SECRETARIAT

(*Continuation sheet draft form.*)

2) The work should be taken up at once and carried out expeditiously under the supervision of the P.W.D. agency.

This cannot form part & parcel of a G.O. The item may be communicated to the C.E (R&B) in a separate letter addressed thereto.

Rec'd 9.12.22

Rs 33,90 [illegible] Rs 33,90 [illegible] the P.W.D.

The Superintendent is requested to place this at the disposal of the P.W.D. as it is payable.

3) An amount should be drawn from the fund responsible for the [illegible] expenditure [illegible]

[illegible] Executive Engineer [illegible]

[illegible]

Proceedings of the Government of H. H.

the Maharaja of Mysore.

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Read --

Government Proceedings No.1539-42/Muz. 217-19-22 dated 4th November 1920, sanctioning an estimate for Rs.9,900/- for repairing the cars belonging to the Sri Srikanteswaraswami temple at Nanjangud.

2. Correspondence ending with letter No.B. 78 dated 25th September 1922 from the Chief Engineer in Mysore (Roads and Buildings) forwarding for sanction a revised estimate amounting to Rs.13,290/- for the above work, and stating that it was found necessary during the progress of the work to replace the old wooden axles of the cars by iron girders in order to prevent accidents to the cars in question during processions and car festivals, that the best and most experienced men had to be employed to get the work completed in time for the Rathotsava of the temple and that some additional repairs not provided for in the sanctioned estimate had to be carried out to secure the safety of the cars during the car festival of 1922.

Correspondence ending with letter No.670 of 22-23 dated the 17th November 1922 from the Muzrai Commissioner in Mysore, stating that the revised estimate for Rs.13,290/- may be sanctioned on certain conditions.

Order -- No. 1961-4 Muz Misc Muz S25-20-26

Date Bangalore, the 29-12-22

Covering Memo.

Covernment are pleased to sanction the estimate for Rs.13,290/-.the charge being met from the following sources:-

Rs.9,900/- from the amount of Rs.10,000/- sanctioned in the order read above as a loan from the Sri Chamarajeswaraswami temple.

Rs.3,390/- from the sanctioned grants of the P.W.D. Budget.

2. The work should be taken up at once and carried out expeditiously under the supervision of the P. W. D. Agency.

The Comptroller is requested to place this amount at the disposal of the P. W. D. as early as possible.

11/12/22

Secretary to Covernment,
Revenue Department.

23.12.22

11/12/22

To

The Muzrai Commissioner in Mysore.
The Chief Engineer (Roads and buildings) with the sanctioned estimate
The Comptroller to Government
The Secretary to Government, P. W. D.

No 20/19 dt 8-1-23

4/1/23

1965

Mem 523-20-27

29.12.22

To

The Chief Engineer,

for Roads and Buildings

Sir,

With reference to Government Order No. 1961-4 dated 29/12/22 sanctioning a revised estimate for Rs.10,290/- for the repairs of the cars of the Sri Srikanteswaraswami temple at Nanjangud, I am directed to observe that the work turned out in the past has not been satisfactory and to request therefore that it may be impressed upon those responsible for the work that there ought to be no material revision of the sanctioned estimate, that after the repairs are effected to the cars they will be in a fit and safe condition for use for at least 10 years and that they again will be held personally responsible for any shortcomings or inconvenience that may be experienced after the items of work proposed are done.

I have etc.,

Secretary to Government,

Revenue Department.

Mem No.

1966

29.12.22

Copy of the above is forwarded to the Accountant General for information.

By order,

Section Officer